

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

Vol. LV.]

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### BIRTHS.

At 151, Union Street, Aberdeen, Scotland, the wife of JAMES RUSSEL BRAZIER, Commissioner of Chinese Imperial Customs, of a daughter. (By telegram.)

On the 27th December, at Mission House, Kuala Lumpur, the wife of A. E. GREEN, of a daughter.

On the 5th January, at 1, Bubbling Well Road, Shanghai, the wife of GEORGE DALLAS, of a son.

On the 7th January, at Soochow, the wife of THOMAS FERROUSON, I.M. Customs, of a son.

On the 8th January, at Tsingtau (Kiaochow), the wife of MAX HOMANN, of a daughter.

On the 13th January, at No. 49, Wyndham Street, the wife of C. MOONEY, of a son.

### MARRIAGE.

On the 28th December, at St. George's Church, Penang, by the Rev. F. W. Haines, B.A., Colonial Chaplain, assisted by the Rev. H. C. Henham, WILLIAM HENRY BELL, of the Hongkong and Shanghai Bank, eldest son of JAMES BELL of Douglas, Isle of Man, to DORA, youngest daughter of the late JOHN HOGAN, of The Avenue.

### DEATHS.

On the 21st December, WALTER NORTON DOW, of the Hongkong and Shanghai Bank. (By telegram.)

On the 27th December, at "Ethelhurst," Penang, CLARE EVELYN, youngest son of the late Lieut. T. A. Fox, Harbourmaster of Penang, aged 21 years.

### Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

### ARRIVALS OF MAILS.

The French mail of the 13th December arrived, per M. M. steamer *Laos*, on the 15th January (33 days); and the American mail of the 19th December arrived, per P. M. steamer *Pern*, on the 17th January (29 days).

### EPITOME OF THE WEEK.

Marquis Ito is expected to visit Paris in February.

Tattersall's Annual Cotton Circular says that the outlook in the Lancashire trade is better, partly owing to the improved Chinese demand.

*L'Echo de Chine* says that on the entry of the Court into Peking the Empress Dowager returned the salutes of the foreigners near whom she passed.

Ye Saijun, who was recently appointed Korean envoy to proceed to England to take part in the Coronation of King Edward VII, will sail for Europe in February.

It is reported in Shanghai that Russia secured, before the death of Li Hung-chang, the concession of a strip of territory at Manwai, south-east of Shanghai, near Yangtze Cape.

The officers of the Singapore detective staff who were charged with illtreating the prisoners convicted in connection with the Hongkong and Shanghai Bank robbery have been acquitted at the Singapore assizes after three days' hearing. The jury stopped the case.

On Monday, the 13th inst., a British steamer, the *Nanning*, belonging to the Hongkong, Canton and Macao Steamboat Co., was fired upon on the West River, and the Rev. C. E. L. Cowan, chaplain of H.M.S. *Glory*, was shot through the leg. Particulars appear on p. 40.

Despatches from the North report that the various generals under Viceroy Yuan Shikai are now actively engaged in enlisting young, able-bodied Chihli men for their various corps, it being rumoured that some 40,000 are to be added to the Peiyang army in the immediate future.

A likelihood of a renewal of military activity is reported from Samar, P.I. It is said that the individual officers of the U.S. troops on the island are to be allowed in future greater latitude in dealing with the enemy. 2,000 Filipinos are estimated to have perished in Samar.

The *Shanghai Mercury* correspondent telegraphed from Peking on the 9th inst.:—"At an audience held yesterday a decree was issued condemning Tung Fuhsiang to be executed on account of the Kansu outrages." Tung Fuhsiang has been already arrested. There is no confirmation of this news from other sources as yet.

Count von Bülow, speaking in the Reichstag this week, said that events in China had convinced the Chinese of the unity of the Powers, and that they were determined to combat barbarism. Germany's policy in China had realised for her a strengthened position in Shantung, and secured equal rights with others on the Peiho and Yangtze.

An *Echo de Chine* telegram, dated Paoitingfu, the 4th instant, says:—"The Imperial Court has been transported most satisfactorily by the Luhan railway from Chentingfu. In addition to the Imperial train, ten other trains followed, carrying the suite and baggage of the Imperial Court. Their Imperial Majesties were enchanted with their first railway journey. This first trip constitutes the inauguration of the line from Paoiting to Chentingfu, which is open to the public from to-day.

Viceroy Yuan Shikai has decided to engage a Japanese Colonel to be his military adviser, and sixty other Japanese military officers to train the Chinese army in China after Japanese methods.

The design is being prepared for the medal to commemorate the recent operations in China. It will bear a marked resemblance to the medal issued for the China war of 1860, and the ribbons will be of the same colours. All who took part in the fighting will receive the decoration—soldiers, nurses, Indian public followers, and servants, and it is believed the Hongkong garrison will also participate. A war gratuity of about half the rate of the South African war gratuity will be awarded.

Yuan Shikai, after having memorialised the throne, has issued an order to reorganise the Northern Squadron (Peiyang fleet) at once, for which purpose 1,000,000 Taels per year will be available. Admiral Yi Tung-kon has received orders to prepare quarters for the squadron at Chefoo. It is expected that he will assemble his ships immediately after the Chinese New Year. It is reported that only British naval officers will be employed as instructors, negotiations with the British authorities to this end having been already taken up.

The removal of the capital of French Indo-China from Saigon to Hanoi has begun, but is not likely to be carried out for the present. The opposition to the removal at Saigon has been strong enough to prevail upon the Paris Government to reconsider the question. M. Doumer favours the removal on the ground that Hanoi has a cooler climate than Saigon. Meanwhile a new French steam navigation company has been started, with Saigon as centre, which proposes to run steamers from that port to the China coast, rice-trading being the main business.

We understand, writes the *N.C. Daily News* of the 11th inst., that Sir James L. Mackay, the British Commissioner appointed to negotiate the new commercial treaty between Great Britain and China, along with his Assistant Commissioners, Mr Cockburn and Mr. Dudgeon, and their official staff, met the Chinese Commissioners yesterday. The conference was private. We are informed on good authority that each of the Great Powers will negotiate its own treaty separately. As already stated, the negotiations between Sir James Mackay and China are now taking practical form, and as soon as these are complete, it is said that Germany, France, Japan, and America, in the order named, will pursue their negotiations.

In announcing the transfer of Marshal Sou from the military command on the Franco-Chinese frontier to Hupeh, *Le Courier d'Haiphong* says that Sou's friendship was purchased by the sum of \$30,000 paid him by M. Doumer, who also fêted him and otherwise used "diplomatic dodges" to ensure his assistance in keeping the frontier free of brigands. The *Courier* says that unless the French authorities come to terms with the Marshal's successor, M. Doumer's dollars will prove to be good money thrown away. The moment the subsidy is renewed and the principle of paying the Chinese officials to keep order on the border is admitted, it will be a costly thing for M. Doumer's successor, and posts on the frontier will be eagerly sought after by the Chinese military mandarins.



## WHITEWASHING YUNG LU.

(Daily Press, 13th January.)

The present is an age of Whitewash, and it is not surprising to find Yung Lu, whom we have been brought to look upon with the Dowager Tsz'hi and the late Li Hung-chang as one of the chief authors of the present degradation of China, desirous of appearing as one of the distinguished lights of the age. For the future we are to look upon Yung Lu as one of the benefactors of his time and country, who in the direst hour of darkness suddenly came to the rescue of China, and led the way to her rehabilitation in garments purged from the ugly stains that since that untoward day in September, 1898, when the Emperor was sent into his private apartments in the Palace, have unfortunately clung to her. It is not many months since General Tung Fuhsiang, one of the immaculate cherubs who surrounded the Court of the Dowager, had equal reason to complain of the unfounded charges being made at the expense of the unalloyed purity of his motives. Unfortunately the total quantity of white paint available is insufficient to entirely cover the premises, and Tung could only get coated over at the expense of Yung Lu. A little *billet doux* addressed by him to the other last April is interesting as exhibiting Tung's view of the affair. He complains seriously of the aspersions cast on his private character, and of his having in consequence lost his official post. He was a soldier, and it is the duty of soldiers to obey without daring to assume discretion; but he felt assured that H. E. was so patriotic that he was prepared to rescue the Empire, though it were at the sacrifice of his own life, and therefore as a dog he followed His Excellency's footsteps. It was in September, 1898, that H. E. then Viceroy of Pechili, initiated the *coup d'état* and ordered, under the instructions of the Dowager, the summary decapitation of the six reform wartrys, and on the 29th of the previous moon had telegraphed for him (Tung) to come to Peking, which he did on receipt of the order. Since then he had been entirely at His Excellency's disposal, and had as instructed kept in touch with Li Lai-chun, the Boxer leader. It was therefore, he suggested, by no means fair that, while Yung Lu is as well off as ever, although the originator of all the trouble, he (Tung) should be made the scapegoat, and be condemned to bear all the blame. Tung winds up this characteristic epistle by asking, "Will your Excellency give me some explanation of this, and tell me what right or reason there is in it all?" Most people will agree with Tung that his protest was well founded, and that in Yung Lu was to be found, if not the instigator, yet a more guilty criminal, than the mere instrument of a policy of which he was only the instrument. It is a trite yet not altogether untrue saying that when thieves fall out honest men come, if not to their own, yet to a knowledge of things it may be to their advantage to know; and though we should be unwilling to cast aspersions on two such immaculate characters as Tung Fuhsiang and Yung Lu, yet there is a strange irony of fate in the different results that have followed in each case. But, notwithstanding Yung Lu's perfect innocence, it was unfortunate for the latter that he too has been compelled to adopt a similar course of Whitewash, and here too the robe of righteousness has proved too narrow to cover the whole crew. Unfortunately, too, Yung Lu has in his endeavours to clothe his own nakedness found himself

compelled to draw the cover off his neighbour. It was not he who advised the massacre of the foreigners; he never made the Manchurian convention; on the contrary, it was due to him that the Yangtze Viceroy telegraphed to the Emperor expressing their strong disapproval of the proposed convention being rushed on the country by the Dowager Tsz'hi and her late henchman Li. The Pokfolum Waterworks were no design of his, nor did he lay out the drainage system of Hongkong! All these, and a great many more objectionable things, were done quite contrary to his wishes. He had inspired the mass meetings in CHANGSHUHO's garden at Shanghai which had sent strong protests to the Viceroy, and he was ready to adopt the young Chinese lady who spoke so eloquently on the subject. It was, he would have us believe, quite contrary to the fact that he, Yung Lu, had at any time designs contrary to the well-being of his country, or her continuance on friendly terms with her very good neighbours. It is of course no fault of Yung Lu's that in showing the particular brightness of his own character he has been compelled to cast a very ugly shade on that of his chief associates, the late Li Hung-chang and the Dowager Tsz'hi: the former is dead, and in angels of Yung Lu's type dead men count for nothing; and as to the Dowager, she is already so black that another tinge will not matter. Still, it is not a nice thing for the future of China to find that even her brightest ornament, the patriot Yung Lu, has to associate with one who by his own showing is so entirely wicked at all points that even Yung Lu the righteous has to hold up his pious hands in horror at her impiety.

## FOREIGNERS IN CHINA.

(Daily Press, 15th January.)

Count von Bulow's speech in the German Reichstag seems from the brief account of it furnished by REUTER, to have been of a blend admirably suited for parliamentary and national taste. An unfriendly critic, it is true, might consider that the first part of it was marked by the "unctuous rectitude" which has been attributed to certain British politicians and the second by a cynical admission of Germany's gain out of the recent troubles. An impartial judge, while recognising that the Imperial Chancellor was perfectly within his rights in pointing out the benefits which have accrued to his country as the result of his policy, may perhaps take leave to doubt the opinion which Count von Bulow expressed so confidently as to China's conviction of the unity of the Powers and their determination to combat barbarism. As we wrote last week, the "Concert" of the Powers over the China question nearly succeeded in embroiling the whole world, and though in the end the Chinese Government has been coerced into displaying tardy reason it can hardly be said that the unity of the Powers was conspicuously displayed. Indeed the Chinese Peace Plenipotentiaries showed that they knew well how to take advantage of the boasted unity among their enemies. Nor is it advisable to boast too much about the Powers' determination to combat barbarism. Educated Chinamen are not likely to be taken in by talk about the civilising mission of Europe in the Far East. They are quite aware that the massacre of inoffensive foreigners is barbaric, but they also know that what the mass of foreigners come to China for is not China's benefit but their own. As for the ignorant

Chinese, we venture to affirm that the impression created on their minds by the passage of white troops through their midst is not one of admiration for their civilisation. We cannot suppose that Count von Bulow or anyone else honestly thinks the inhabitants of the Chihli villages look back on the punitive expeditions of 1901 with other feelings than hatred. It unfortunately seems to be a fact that cant is inseparable from political speaking. We are quite ready to admit that there has been much cant talked about the South African War. We think, however, it must be allowed that there has been much more about the allied expedition to China. And it is not by the professors of religion that the bulk of this talking has been done, but by the statesmen, who are less to be excused. That an evangelist should insist on the benevolence of his mission to the heathen is natural; that a diplomatist or a politician should do so is hypocrisy. Commercial men have come to China primarily to take money therefrom; the advantages to the Chinese are merely incidental. The diplomatists follow either to protect their nationals (more or less efficiently) or to gain some political advantage over rival countries. It would clear the international situation immeasurably if the insincere protestations of the "mission of the Western Powers" to the East were abandoned. China undoubtedly stands to gain by intercourse with the West, and this can be proved by rational argument. There is therefore no need to conceal the real issue by declarations, which do not deceive the Chinese, of our anxiety for China's welfare. The basis of international intercourse is mutual profit, and there is in existence no nation of benevolent philanthropists such as the simple-minded might deduce from the utterances of speech-making politicians.

## THE WEST RIVER OUTRAGE.

(Daily Press, 16th January.)

The new details which have reached us concerning the attack on the British steamer *Nanning*, belonging to the Hongkong, Canton and Macao Steamboat Company, on Monday, do not explain the situation out of which the injury to the Rev. C. E. L. COWAN and the narrow escape of Mr. FABIAN arose. The *Nanning* is on the Canton-Wuchow line and she had reached the Tamchau Channel of the West River about the tiffin-hour on the 13th, when the European passengers, of whom there were four, two travelling on a brief holiday, observing a number of men in Chinese military uniform on the river-bank, some hundred yards inland, stepped out on deck from the saloon to have a look at them. According to our informant, whose experiences are recorded in another column, they appeared to be drilling or to be having a field-day. Several hundreds of them were collected together at the spot whither attention was particularly called, and other bodies of men had been observed in the neighbourhood. As the Europeans stood on deck to watch, a volley was suddenly directed at them and two of the four were touched, the *Glory's* chaplain severely in the leg, and his companion through his clothes. The wounds were inflicted by ball-cartridge, which disposes of the idea that evolutions were the object of the soldiers' presence in the locality. After the outrage, the *Nanning* wisely proceeded until she came upon the gunboats *Robin* and *Sandpiper*, whose commanders were at once made acquainted with the details. Dr. MacDONALD, the Wesleyan missionary doctor, who luckily was one of the four European passengers on the assailed



vessel, then handed over his patient to the naval doctors. The *Sandpiper* escorted the *Nanning* down to Canton, while the *Robin* made for the scene of the attack. Mr. Cowan was brought on to Hongkong the night before last and now lies in Hospital; it has been found that fortunately no bone was injured. The latest news from the scene of the affair is conveyed in the *Telegraph* correspondent's letter from Canton, which says that the steamer *Sainan* passed through Tamchau channel on the morning of the 14th instant and found all quiet, the Chinese soldiers and gunboats having all disappeared. The matter, as we state in another column, has been reported to the British Consul at Canton, who has made some representations to the Viceroy. Here affairs rest for the present. Until the character of the *Nanning's* assailants has been cleared up, it is hardly profitable to discuss the likely result. If the offenders were Chinese troops under discipline, then the matter is very serious indeed and calls for an immediate explanation; there was obviously no accidental discharge of a shot. If they were rebellious soldiers, still the native authorities are responsible, though in a less degree. If, on the other hand, they were mere pirates, then it is plain that the rumoured thorough determination of the Chinese officials to extirpate these pests of the West River is very slow in bearing fruit. In any case, the Chinese have a very grave outrage to atone for.

### THE OFFENDERS OF 1900 AND THEIR PUNISHMENT.

(Daily Press, 14th January.)

It is to be gathered from our Shanghai correspondent's telegram in yesterday's issue that the presence in Peking of some 7,000 Chinese troops, forming the body-guard of the Empress Dowager, is not looked upon with favour owing to the fact that they took part in the outrageous attack on the foreign Legations in 1900. It seems to us, however, that it is unprofitable to cherish feelings of animosity against these or other troops which, acting under the commands of their superiors, involved themselves in the guilt of this attack. The moral effect of their finding themselves unpunished for the crime which they were ordered, or at least encouraged, to commit should have been compensated for by the lesson which they learnt of the difficulty of making any impression on a vastly inferior number of Europeans and other foreigners, a large proportion of whom were not military men, as well as by the sentences passed on the highly placed ringleaders of the anti-foreign outbreak. The sight also of the alterations in Peking since they fled from the city in August, 1900, should have a salutary effect. The Powers have protested all through that they had no quarrel with the people of China as a whole. Known murderers of defenceless missionaries and other civilians have rightly enough been denounced for the severest possible punishment. It is to be feared that a number of the ruffians whose hands have been stained with innocent blood still enjoy perfect immunity; but with the Chinese troops who carried out the duties dictated to them by military discipline we cannot claim to quarrel. We fought them in 1900, we are at peace with them now.

That such prominent offenders against the law of nations as Prince Tuan and Tung Fuhsiang are apparently to evade all further punishment must be admitted to be highly unsatisfactory. As we have reported, in spite of the advice of the three leading

loyal Viceroys, the Grand Council has only found itself able to banish Tung and to apologise to the Powers for its inability to carry out the richly deserved death-sentence on him. Tung, it will be remembered, was deprived of his office as Governor of Kansu by an edict of the 13th February last, pending the determination of his ultimate fate. Now he is to receive nothing worse than banishment. However, if the Chinese Government just re-established in Peking becomes, with the benevolent assistance of the Powers and a firm determination on its own part to avoid the mistakes of the past, a real and effective Government, Tung Fuhsiang's future power to do evil will be shattered and his life or death is hardly material. The same may be said of Prince Tuan. The latter's relationship to the reigning monarch gives him additional importance, but a sojourn in Chinese Turkistan for the remainder of his existence should answer the requirements of the case. To press the Court to exact the utmost penalty would savour of vindictiveness now, if indeed it were not merely demanding the impossible. It is seldom that everyone connected with a crime in which a large number participate can be punished to the full extent of his deserts. Collectively, China has more than paid for the faults of a section of the Empire. Many innocent have suffered, and the rough approximation to which alone human justice can hope to attain does not leave the Chinese debtors.

### THE YUNNAN RAILWAY QUESTION.

(Daily Press, 17th January.)

The speech of Lord Curzon, Viceroy of India, before the Chamber of Commerce at Rangoon last month, effectually disposes of any idea that the Indian Government might be disposed to favour a scheme to connect Burma with the head-waters of the Yangtze. We have from time to time during the past few years alluded to the principal views publicly expressed on such a project, and we remarked not long ago that unless the advocates of the railway could come forward with a practicable scheme, cut and dried, it was in the highest degree improbable that the official attitude, either at home or in India, would be modified. Lord Curzon's words, which we quoted in these columns yesterday, show that under his rule India is not prepared to thrust "tentacles into the unknown," to use the speaker's expression. The Viceroy dwelt on two points in particular, the enormous difficulty and therefore cost of the scheme, and the inadvisability of India, with a most splendid and lucrative field of investment lying at her doors, devoting money to "spreading eagle railways over foreign countries and remote continents." Allowing for the rhetorical flourishes of this speech, we may find sound commonsense underlying them. From the point of view of India alone, the railway through Yunnan and Szechuen does not appear to offer any advantages in the future to counterbalance the expenditure required before the railway can be built. We may take it, therefore, that the Indian verdict has been pronounced by Lord Curzon with all the finality that can attach to such utterances. The home Press, judging by the papers which have reached as by the last mail from Europe, have taken this for granted and are prepared to relegate the Yunnan railway scheme to the limbo of impossible ideas. However, it is not wise to forget that Lord Curzon said, after pointing out India's duty to attend to her immediate chances of

wealth:—"I do not say that there are no political reasons which could justify such a venture." But such reasons, he continued, to be decisive, must be overwhelmingly strong; while their strength would be manifestly enhanced, could they be reinforced by financial arguments, which in the present case are conspicuously lacking. The *Times* in a leading article, taking up the Viceroy's remarks, says that there might be strategical reasons for the railway, were Great Britain in undisputed possession of the Yangtze region—which of course she is not and is not at all likely to be in the future. We have to deal with things as they are, the London journal goes on, and no one looking at the question from a practical standpoint can pretend that there is any strategical reason for making an enormously costly and unremunerative railway. The *Times*, it is to be noted, like Lord Curzon himself, does not allude to the railway which the French are planning to carry into Yunnan and which, we may be certain, if carried to Yunnanfu, will not stop there. This railway scheme, so dear to the heart of M. Doumer and his friends, cannot, it seems to us, be left out of consideration, and all arguments which neglect it are thereby defective. The advocates of that line do not conceal the fact that they aim at making Yunnan, and then Szechuen, part of a vast French sphere of influence in South China. Their enemies say that the railway will never pay, that for the time it will exhaust the revenues of Indo-China, and that the money would be profitably spent in developing the present French possessions. In fact, they argue as Lord Curzon does against the British Yunnan line. The French expansionists, however, making no concealment, urge that the money expended will not be thrown away as the railway will remove any possibility of Great Britain competing with France in South-western China. This, though it may not appeal to the commercial Frenchman, certainly appeals to his political fellow-countryman. We do not think that the British politician, cold though he is apt to be toward the aspirations of the British merchant, is quite prepared to see access to the Yangtze head-waters permanently barred to his country. For this reason, in spite of the Indian Viceroy's unhesitating pronouncement and the widely expressed approval which it has met with in non-commercial circles, we do not think that the last word has been spoken on the question. India need never look with sympathy on the scheme, but nevertheless the directors of the Empire cannot at the present moment shelve the matter for ever. The real question for the future is whether the enthusiasts for the Burma-Yangtze line will be able to overthrow the objections of previous experts and point out a practicable route; then whether they will be able to interest the commercial public. In such an event, we do not believe in the quenching power of official cold water.

The supremacy in total volume of foreign trade which Kobe won over Yokohama in 1898 and retained in 1899 and 1900 disappeared in 1901, and Kobe again takes second place in this matter among the open ports of Japan. Yokohama's gain in 1901 over 1900 was 13,000,000 yen, and Kobe's loss 6,161,823 yen.

There are in Yokohama alone more than 1,900 foreigners, says the *Asahi*, who have not paid the house-tax, which from the 23rd of Meiji to the latter half of the 24th amounts to 57,850 yen. From this it seems that very few foreigners have paid the tax, since the last returns showed 2,096 foreigners (exclusive of Chinese) in Yokohama.



## THE TONKIN PRESS AND GREAT BRITAIN.

(Daily Press, 14th January.)

It is perhaps hardly to the French journals of Indo-China that we should look for the expression of friendly sentiments to the British nation. The bitterness of French Colonial failure compared with British Colonial success naturally gives a twist to the mouths of French publicists in that neighbouring empire which pays its mother country so ill. Hence we do not expect to find a dispassionate discussion of German Anglophobia in the Press of Tonkin and the adjoining colonies. A recent article on the subject in *L'Avenir de Tonkin*, however, reveals a rancour which is as lamentable as it would be discreditable to any decent-minded writer. Our contemporary speaks of the abuse stirred up in Germany by Mr. CHAMBERLAIN'S "imprudent speech," and justifies it by observing that "in no single war of modern times has there been seen anything like this monstrous attempt at the destruction of a whole race, methodically carried out by means of the assassination of women and children." This plan, continues the Tonkin paper, is England's invention; KITCHENER and the War Office are its initiators in European military history. The reason why Germany in particular has taken offence at Mr. CHAMBERLAIN venturing to say that British methods were as humane as other European nations' in the pursuit of war is that Germany has an inveterate hatred of England. So far has this feeling extended that it may ultimately influence the Kaiser himself. "England," concludes the article, "has but one friend in the world. She may be on the point of losing him." Such writings as these are not to be taken seriously. Were the sincerity of the perpetrator possible to conceive, we might feel concern. But when, talking about the assassination of women and children, the writer obviously, in the forcible phrase, "lies and knows that he lies," he cannot expect to be treated with respect. All but the ignorant among his own fellow countrymen condemn him, and those whom he attacks can laugh at him over his waste of printer's ink and otherwise inoffensive paper. A sense of humour might have saved him, in default of a regard for the truth.

## THE CRISIS: TELEGRAMS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 12th January, 7.47 p.m.  
7,000 men of the Empress Dowager's bodyguard who joined in the attack on the Legations at Peking, under Prince Tuan, have returned to the capital with the Court.

SHANGHAI, 13th January, 9.10 p.m.  
A formerly reliable native correspondent the *North-China Daily News*, who has returned to Peking, writes to-day that Empress Dowager's adoption of a policy is entirely illusory and is a mere measure dictated by her

14th January, 9.40 p.m.

Russia secured, before  
ing, the concession  
awai, south-east  
ape.

## THE OUTRAGE ON THE WEST RIVER.

When the news reached the Colony on the 14th inst. that a British steamer had been fired upon in the West River and an European passenger injured, it was too late for us to supplement the report, beyond stating that the steamer in question was the *Nanning* and the name of the injured passenger Mr. C. E. L. Cowan, chaplain on H.M.S. *Glory*. From the Rev. E. J. Hardy, M.A., Chaplain to the Forces, who was also a passenger by the *Nanning*, we have now obtained an account of the incident and the circumstances leading up to it. Mr. Hardy was on a three days' holiday to Canton and neighbourhood, and on Monday, in company with Mr. Cowan, took a trip up the West River on the *Nanning*, a stern-wheeler plying between Canton and Wuchow and owned by the Hongkong, Canton and Macao Steamship Company, Ltd. The only other European passengers travelling in the same class with Mr. Hardy and Mr. Cowan were an Imperial Customs official named Fabian and Dr. R. MacDonald, of the Wesleyan Mission. At the fifth hour the four gentlemen were sitting at their meal in the saloon, when word was brought them that a company of uniformed men, who looked like Chinese soldiers, was drilling on the bank. Mr. Hardy and the others at once rose from the table to go and witness the spectacle. They reached the deck and had just time to observe that there were between two and three hundred men, dressed like soldiers, when a volley was fired from the bank at the steamer. The *Nanning* was at this moment almost exactly opposite the soldiers, if soldiers they were, and the volley struck the vessel fair and square. Bullets pattered against her side, and one hit Mr. Cowan on the right knee, going clean through and grazing the leg of the Customs official, who was standing next to Mr. Cowan. Fortunately the force of the bullet was spent and it did not penetrate beyond Mr. Fabian's underclothing. The missile was a ball-cartridge, and from this fact it is safe to assume that the purposes of a field-day were not alone responsible for the presence and movements of the soldiers. No further demonstration, apparently, was made against the *Nanning*, which at once steamed off and eventually fell in with H.M. gunboats *Sandpiper* and *Robin*, to the commanders of which vessels the incident was narrated. Mr. Cowan whose wound, fortunately but a flesh one, had been dressed by Dr. MacDonald, was carried on board the *Sandpiper*, and he and Mr. Hardy came down to Hongkong, reaching here on Tuesday night. Mr. Cowan was taken to the Naval Hospital, where he is making good progress. The *Robin* proceeded on up the river to investigate the occurrence, and until the report of her commander is handed in no further light can be thrown on the matter.

Asked if he could give any reason for the seemingly unaccountable action of the party on the river bank, Mr. Hardy said he was informed from Chinese sources that the soldiers had been or were in rebellion at the scene of the firing. Support is lent to this explanation by the fact that Mr. Hardy passed three Chinese gunboats steaming up the river, making apparently for the disturbed area. One of the gunboats was crowded with soldiers.

On enquiry on the 15th inst. at the office of the Hongkong, Canton and Macao Steamship Company in Wyndham Street, we were informed that they were in possession of nothing beyond the actual facts, which are as stated above. They were able to add, however, that the British Consul at Canton was in communication with the Viceroy regarding the outrage. The result of his representations will be awaited with interest.

The torpedo-boat destroyer *Otter* has been attached as tender to the *Aurora*, now that the *Barfleur* has gone home to pay off. The *Barfleur*, which was commissioned from the Medway Fleet Reserve on July 8, 1894, was to have paid off at Chatham Dockyard, where she was built, but later orders issued by the Admiralty direct her to pay off at Devonport Dockyard, where she will be overhauled and refitted for another term of active service.

## H.M. NAVAL YARD EXTENSION.

THE MATAUKOK DEPOT.

Since the extension operations were begun about a year ago by Messrs. Punchard, Lowther & Co., the progress made has been much greater than anyone would suppose who simply judges of its extent from the deck of a passing launch or the height of Bowen Road. As a matter of fact, the bulk of the work has to be done under water; and although it will take approximately four years from now to complete there will be little to show above the surface until near the end of that period. The dry dock will of course be built dry-shod, but the great sea-wall, 5,000 feet in length, will almost all be under water. The preparation of the material for this vast undertaking would no doubt have attracted public attention to the utmost if it had been conducted on this side of the Harbour. For various reasons, however, the contractors chose the Kowloon side as headquarters, and practically outwith the knowledge of the man in the street, have established a huge depot at Mataukok in Kowloon Bay, where they are manufacturing the concrete blocks with which the sea-wall is to be built. Their primary reason for hitting upon this spot as a central establishment was that there was an ample supply of granite at hand. But an unexpected difficulty arose owing to the fact that the quarries were all farmed out by the Government, and it was not until quite lately that they secured concessions which placed them in a position to be able to treat on straightforward lines with the quarrymasters, and prevent the operations being hampered. Now that the disadvantages under which they laboured have been removed, the contract is being pushed forward with all speed. Nor was that the only initial difficulty. There was a huge reclamation scheme to be carried out before a single step could be taken toward the construction of the block-yard at Mataukok. Some idea of the extent of this undertaking may be gathered from the fact that the works cover roughly about fourteen acres and that nearly the whole of that area was recovered from the sea, the system adopted being the erection of a sea-wall and the slicing down of the side of a hill. And all this was necessary before a single block of concrete could be moulded.

But now the preparatory part of the work has been successfully accomplished, and Messrs. Punchard, Lowther and Co. are enabled to go straight ahead with the contract proper. The equipment of the block-yard has been carried through on the most approved modern lines. All the plant is new, having been constructed specially by home firms, under the supervision of Mr. W. Kidd, the chief agent of the works, to meet the requirements of the contract. There are no less than three ten-ton cranes (two travelling), four five-ton cranes, three locomotive engines, four stationary engines, something like two miles of rails, and 1,200 moulds for forming the concrete blocks, which weigh from four to five tons a-piece.

A commodious jetty forms an important part of the general plan. The whole of the south side is devoted to the discharge of raw material. A five-ton crane is provided for unloading the junks which carry sand from various parts of the coast, and another for discharging the water-borne rubble stone which comes from different quarries in the narrows. This stone is hoisted on to a platform adjoining the jetty and is dropped into four crushing machines driven by a 40 h.p. Rubey engine. After being broken down to the requisite size the granite falls into waggons stationed underneath the platform. These vehicles are all of a standard size and are used not only for conveying the crushed stone but for measuring the relative quantities of stone and sand requisite to the proper composition of concrete. The waggons being loaded—that is to say, three of broken granite to one of sand—they are hauled up an inclined railway, 1 in 25, to a gantry from which their contents are tipped into the stock heap. This ensures the proper admixture of the sand and stone. Each crushing machine, by the way, gets through 100 tons of granite a day, and three out of the four are always working. From the stock heap the material is carried in smaller waggons—which also serve as units of measurement—up two inclined railroads to the mixers. The upward journey is made by the

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SHANGHAI,  
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of a strip of territory at Ma  
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Owing to the resignations of Mr.  
Hewitt and Mr. C. Michelson, it was doo  
invite Mr. A. M. Marshall and Mr. A. K.  
fill the vacancies on the Committee of  
Shanghai General Chamber of Commerce

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endless chain method. Each waggon is fitted with clips into which the chain fits, while the empties coming down on the other line serve to save power. Arrived on the platform the waggons are tipped into the feeding hoppers of the mixers; cement, in the proportion of 1 in 8, and water are added; the machine describes 15 revolutions, and the mixing process is completed. Each charge of the mixer makes one cubic yard. The finished mixture is afterwards dropped into waggons standing underneath and is conveyed along two gantries each carrying two lines of rails and deposited in whatever kind of mould is desired. This block floor is 630 feet long and there are four rows of moulds on each gantry. The moulds are in nests of six. In these the concrete lies for seven days, at the end of which time it is lifted out in block by a ten-ton derrick crane and placed in the stocks where it remains for a month to mature before being set in the walls. As required, the matured blocks are shipped off in junks and barges to the scene of operations. Already over 4,000 blocks have been moulded. The machinery has the capacity of turning out 140 blocks a day. Owing to the difficulty of obtaining granite which has been experienced so far this amount of output has never been reached, but now that a solution of that difficulty has been discovered the contractors are getting out special compressed air plant. The cranes, it may be mentioned, are by Messrs. Morgan and Co., of Kilwinning.

In all matters that make for facility and speed in the execution of the work, the block-yard at Matankok is excellently found. There is an extensive workshop fitted with lathes and all manner of repairing plant to be found in a smithy or engineering establishment. A spacious draughting floor has also been laid down for the modelling of the various types of granite blocks to be cut from the quarries. It was feared at first that there would be some difficulty experienced in securing a supply of fresh water, but those fears proved baseless. A shallow well was sunk close to the sea on the reclaimed land and a plentiful supply of sweet water was the result; nor does there seem any likelihood of it giving out. From this source all the engines are fed. Sea water is used in the making of the concrete, as it gives better results and causes the material to set more slowly. There are also connected with the establishment a general store, a cement-store, offices, and a residence for the European foremen, of whom there are three. The works are in charge of Mr. F. T. Colson, assistant engineer.

#### THE FOUNDATION STONE LAID.

The ceremony of laying the first foundation block of H.M. Naval Yard extension scheme was performed on the 15th inst., in presence of a large and brilliant company, by Mrs. Powell, wife of Commodore Francis Powell, C.B. As was indicated in the description given above of the blockyard at Matankok which has been established in connection with the extension works, a great deal more progress has been made than presents itself to the eye of the casual observer, so that this ceremonial might be said to be rather of the nature of a pat on the back for the contractors for work already accomplished than an expression of a pious hope for future success. Every credit is due to the contractors, Messrs. Punchard, Lowther & Co. for the manner in which the undertaking has been so far carried through. There were initial difficulties to face of no mean magnitude. The establishment of the Matankok blockyard alone involved the reclamation of a 14-acre area from the sea; then the granite monopoly had to be broken down; and there was, besides, the delay caused by the sinking of the dredger *Canton River* in the typhoon. But all these difficulties Messrs. Punchard, Lowther & Co. overcame. And now the contract is going on smoothly and as nearly as may be to the satisfaction of all concerned. The total area to be occupied by the new works is 32½ acres. The walls are to be constructed of concrete blocks and aggregate 4,580 feet in length. With the exception of the graving dock, which will be built within cofferdams, all the work is being built under water. The cofferdam surrounding the dry dock is now well advanced towards completion, 1,832 lineal feet out of a total of 2,058 being finished. The main

features of the extension scheme consist of a floating basin for the refitting and repairing of vessels while afloat and a graving dock for under-water repairs. There are also outside deep-water quays where heavy guns, boilers, &c. may be handled, these quays serving as the reclamation wall and forming the new part of the Naval Yard. The tidal basin has an area of 9½ acres and a depth of over 30 feet at the lowest spring tides. It is nearly square in shape, and is surrounded by deep-water quay walls against which battleships and cruisers will be able to lie. The graving dock will be 55½ feet with a depth of 30 feet ½ inch of water at lowest spring tide on the entrance sill. All the sea walls have to be built to three-quarters of their ultimate height before they show above the water at all even at the lowest tides. For the same reasons the substantial progress already made in construction work does not appear. About one half of the work of dredging the floating basin, one third of the excavating of the graving dock and four-fifths of the difficult work of cutting the deep trenches where the foundations of the walls are to be laid has been completed. The first section of the concrete bed upon which the blocks are to be laid has been finished and yesterday's ceremony marked the commencement of the setting of the concrete blocks, which work within the next few weeks will be in full swing. A staff of about 20 divers is employed. The contractors had to face the difficulty of training naïve divers, but now that they have them fully instructed they find the Chinese very skilful workmen. A large quantity of plant has been provided for the construction work generally, much of which has been specially designed for this work. The dredger *St. Enoch* is a powerful vessel capable of carrying 600 tons of her own dredged spoil, and getting it from a depth of 45 feet below water level. She is lifting the hard material from the dock at the rate of about 1,800 tons per day and much of this is being utilised on the reclamation of the site. Other plant consists of 4 steam pile-drivers, 4 locomotives, 6 portable cranes, 3 10-ton cranes on barges for setting blocks, a large number of waggons and trollies, &c. The pumps and boilers for the pumping within the cofferdam have arrived on the ground; the pumps are by Messrs. Gwynne & Co. of London. There are 2 pairs of pumps—15 ft. invincible series centrifugal pumps, driven by vertical compound condensing engines and capable of lifting several thousand gallons per minute from a depth of 62 feet.

Mr. J. L. Houston, M. Inst. C.E., is the resident partner of the contractors' firm; he returns from England on Sunday. Mr. W. Kidd, M. Inst. C.E., is chief agent and engineer. Mr. J. L. Watson, A. M. Inst. C.E., is sub-agent, and Mr. C. Glover, chief accountant. The Matankok works are in charge of Mr. F. T. Colson, assistant engineer. Messrs. Andrews, Roberts, and Howkins are assistant engineers in charge of various departments.

The company who were going off to participate in the ceremony of laying the foundation block assembled at 3 o'clock at Murray Pier and were taken out to the landing stage on board the contractors' launch *Marlow*. Among those present were Commodore and Mrs. Powell, Vice-Admiral Sir Cyprian Bridge, K.C.B., Rear-Admiral Grenfell, C.M.G., with their staffs, Major-General Sir W. J. Gascoigne, K.C.M.G. (Acting Governor), Hon. W. Chatham (Director of Public Works), Mr. Owen Ordish (superintending civil engineer), Messrs. A. R. Lewis and G. J. B. Sayer (civil engineers of the Works Loan Department), and Mr. W. Kidd (chief agent for the work). The company having disembarked on the landing stage, the foundation block was lowered into its place 50½ feet below coping level and adjusted by two European divers. The descent and ascent of these workmen were watched with great interest by the spectators. The proceedings were opened with prayer by Rev. E. H. Good, followed by the singing of "O God, our help in ages past" to the accompaniment of a massed naval band stationed on the point. When the block had been finally set by the divers, this fact was signalled from below and Mrs. Powell cut the ribbon attached and said—"I declare this stone to be well and truly laid." During the

course of the ceremony the band played lively selections.

After this ceremony the party proceeded on shore to where the tablet stone was to be set at the head of the dock. A large company had here assembled under an awning of flags and banners put up for the occasion. Besides those already mentioned the following were among the invited guests:—Deputy Inspector-General W. B. Drew, Mrs. and Miss Drew, Captain and Mrs. Scott, R.N., Colonel and Mrs. Bartie, R.W.F., Colonel L. F. Brown, R.E., Sir Thomas and Miss Jackson, Right Rev. the Bishop and Mrs. Hoare, Rev. E. H. Good, Rev. R. F. Cobbold, Rev. G. J. Williams, Rev. C. Bone, Rev. J. H. France and Mrs. France, Commander and Mrs. Dawes, Staff-Surgeon and Mrs. Canton, Major and Mrs. Watson, Commander and Mrs. Sherbrooke, Commander and Mrs. Lyne, Miss Cartwright, Staff-Paymaster and Mrs. Airey, Captain and Mrs. Simpson, Lieut. and Mrs. Stansbury, Capt. and Mrs. Henderson, Surgeon and Mrs. Keogh, Miss O'Neill, Commander and Mrs. Mackenzie, Miss Honan, Lieut. and Mrs. Simpson, Lieut. and Mrs. Hamilton, Lieut. and Mrs. Matthews, Lieut. and Mrs. Clutton, Staff-Surgeon and Mrs. Andrews, Lieut. and Mrs. Dawson, Hon. W. Chatham (Director of Public Works), Hon. C. P. Chater, Hon. Captain Trefusis, A.D.C., Majors Brown, Littlehale, and King, Capt. Bland, R.A., Capt. Tulloch, R.A., Colonel Wheeler, Captain W. Rumsey, Messrs. R. Shewan, D. Gillies, Dixon, H. E. Denny, E. B. L. Bowley, C. D. Wilkinson, Hon. and Mrs. J. H. Stewart, Lieut. and Mrs. Lloyd, Hon. J. J. Bell, Irving, Miss Bernard, Mr. and Mrs. O'Neill, Mr. and Mrs. Milton, Mr. and Mrs. Poate, Mr. and Mrs. Brown, Mr. and Mrs. Williamson, Mr. and Mrs. Ashdowne, Mr., Mrs., and Miss B. Brotherton-Harker, Mrs. Rolfe, Miss Underwood, Mr. and Mrs. Vaughan, Mr. and Mrs. Clement Drew, Miss Sayer, Mr. and Mrs. T. H. Reid, Mr. and Mrs. Lowe, Mr. and Mrs. Tooker, Mr. and Mrs. Danby, Mr. and Mrs. Leigh, Mr. and Mrs. Denison, Mr. and Mrs. A. Turner, Mr. and Mrs. Macgregor Forbes, Mr. and Mrs. Watson, Dr. and Mrs. Harston, Mr. and Mrs. Chapman, Mr. and Mrs. Palmer, Mr. and Mrs. Macdonald, Dr. and Miss Hartigan, Dr. and Mrs. Steelman, Mr. and Miss Siebs, Mr. and Mrs. Goertz, Mr. and Mrs. Mumford, Mr. and Mrs. Hughes, Mr. and Mrs. Bennis, Mr. and Mrs. Skerchley, Mr. and Mrs. J. W. Bowles, Mr. and Mrs. C. Hawkins, Mr. and Mrs. D. Wood, Mr. and Mrs. Slade, Mr. and Mrs. Skinner, Mr. and Mrs. Kyshe, Mr. and Mrs. Howkins, Mr. and Mrs. J. J. Bryan, Mr. and Mrs. Bridger, Dr. and Mrs. Bateson Wright, Messrs. J. Pitt, F. G. Motton, J. Black, W. J. Austey, G. M. Discombe, Sutton, Taylor, Jick, Codling, I. V. Bennett, J. Cronin, A. A. Bakewell, O. R. Paul, J. Davis, Rock, Wickham, W. D. Harrison, J. Orange, T. Hooper, Basil Taylor, E. A. Sargent, Ram, C. Glover, E. Ralphs, T. T. Colson, T. F. Hough, A. Reid, A. Babington, Hon. T. H. Whitehead, J. F. Boulton, D. Macdonald, A. E. Griffin, F. T. Reade, H. Burton, R. Butcher, T. A. Andrews, A. G. Roberts, A. C. Voules, G. H. Baker, H. W. Sayer, A. Cunningham, G. H. Melhurst, and F. Henderson.

When all was ready the stone was lowered into its place, and levelled.

Mr. OWEN ORDISH then read the inscription upon the brass plate, which is fitted upon the tablet stone, as follows:—

#### HONGKONG DOCKYARD EXTENSION.

COMMODORE F. POWELL, C.B., R.N., SUPERINTENDENT.

This Stone was laid by Mrs Powell in the reign of King Edward VII, January 15, 1902, to commemorate the setting of the first Foundation Block, 50½ feet below coping level and placed in the Sea Wall west of Dock Entrance.

Major H. PILKINGTON, C.B., R.E., Civil Engineer-in-Chief.

OWEN ORDISH, Superintending Civil Engineer.

Messrs. PUNCHARD, LOWTHER & Co., Contractors.



The following inscription is cut into the stone itself:—  
**HONGKONG DOCKYARD EXTENSION.**

COMMODORE F. POWELL, C.B., R.N.,  
SUPERINTENDENT.

This Stone was laid by Mrs. Powell in the reign of King Edward VII. January 15th, 1902.

Having read the inscriptions, Mr. ORDISH, turning to Mrs. Powell, and, handing to her a trowel and mallet, said—I beg to request you now to set the stone.

The mallet and trowel were accepted by Mrs. Powell, who proceeded to spread the mortar on the place where the stone was to be laid. Before it was lowered into position, a bottle containing the coins of the realm, a record of the proceedings, a plan of the works, and copies of the local newspapers, was placed in a cavity made for the purpose. The stone was then lowered on to it, bed and levelled by the Superintending Civil Engineer.

Mrs. POWELL, having consummated the ceremony by tapping the stone with the mallet, said—I declare this stone to be well and truly laid.

The SUPERINTENDING CIVIL ENGINEER, addressing Mrs. Powell, said—As you have used this trowel and mallet in such a workman-like manner in setting this tablet block to commemorate the placing under water of the first foundation block for His Majesty's Naval Yard Extension, I now beg your acceptance of them as a token of the ceremony and the pleasure you have given us in attending on this auspicious occasion, and when in the old country this memento will remind you of those in Hongkong who wish you and yours a long and happy life. (Applause)

The conclusion of the formal part of the proceedings was signalled by the band playing "God Save the King." Three cheers and a tiger were afterwards given for Mrs. Powell on the call of Hon. T. H. Whitehead, and "one more" for Messrs. Punchard, Lowther & Co.

The inscription on the trowel is as follows:—

In the reign of His Majesty King  
Edward VII.

ADMIRALTY NAVAL YARD  
EXTENSION WORKS, HONGKONG.

COMMODORE F. POWELL, C.B., R.N.,  
SUPERINTENDENT.

Presented to Mrs. Francis Powell on the occasion of setting the first Foundation Block, 15th January, 1902.

The trowel and mallet were of a beautiful design, and magnificently chased.

The ceremony finished, the company adjourned to the drawing office, where light refreshments were served, and a short toast-list submitted. Mr. Owen Ordish presided, and was supported by, among others, the Acting Governor, Major-General Gascoigne, Admiral Sir Cyprian Bridge, Admiral Grenfell, Commodore Powell, Mr. W. Kidd, Mr. A. R. Lewis, and Mr. G. J. B. Sayer.

His EXCELLENCY the ACTING GOVERNOR proposed the toast of "The King" which was pledged with all the honours.

Mr. ORDISH said—Your Excellencies, ladies and gentlemen, I have much pleasure in proposing a toast to the very good health of Mrs. Powell, who has honoured us by placing so ably in position the first foundation block for His Majesty's Naval Yard Extension Works.

The toast was enthusiastically pledged.

Commodore POWELL, in responding, said—Ladies and gentlemen, Mrs. Powell has asked me to thank you very kindly for so cordially drinking her health. She takes the greatest interest in the work that is going on here—in fact from the early morning when the dredger commences until 10 o'clock at night when the pile-driving stops. She thanks you very kindly for the way in which her interest in the work has been recognised by you. (Applause.)

Mr. R. SHEWAN, in proposing the health of His Excellency the Acting Governor, said—I have been asked unexpectedly to propose the toast, and I feel that I am very unworthy of the honour done me. Ladies and gentlemen, the health of the Governor of Hongkong. Sir

William Gascoigne is only Acting Governor, but I am sure we could not have a better.

The toast was duly honoured, with three cheers for General Gascoigne and one for Lady Gascoigne.

H.E. THE ACTING GOVERNOR, in replying, said—Ladies and gentlemen, I beg to thank you very much both for myself and my wife for the very kind way in which you have received the toast of my name. It was quite an unexpected thing for me that I should be so honoured. I have always taken a great deal of interest in this work—as the Commodore has said, from early morning until late at night. I have to thank you very much for the way in which you have drunk my health, and now wish to have the honour of proposing the health of Messrs. Punchard, Lowther & Co., the architects and builders of this great work. I couple with it the name of Mr. Kidd, the engineer. (Applause.) I feel that one cannot say sufficient about the great undertakings of Hongkong. All I can say now is that I wish most sincerely I could come back fifteen or twenty years afterwards to see what it will be like. I think that a great increase in its importance will be seen in a very short time. During the three years even that I have been here, I have noticed a great change for the better. I beg to propose the toast I have named, with three times three and one for Mrs. Kidd.

The toast was pledged with enthusiasm.

Mr. KIDD, in acknowledging the honour, said—Your Excellencies, ladies and gentlemen, I beg to thank you on behalf of the firm I represent for the way you have drunk this toast. The function which Mrs. Powell has so gracefully performed to-day cannot but give the contractors, a certain sense of gratification, inasmuch as it marks an important step toward the achievement of our undertaking. Personally I have but one regret, and that is that my friend and colleague Mr. Houston is not able to be with us. He is due in the colony in a day or two, but the movements of the Commander-in-Chief prevented the ceremony being delayed until his arrival. He knows what we are doing, however, and telegraphed me this morning his very best wishes for the success of the function, so I think we can assume him to be present. Had he been here he would have represented the firm more worthily than I can do, and could have told you that we both looked forward confidently to a time, in a reasonable number of years, when we can ask you or a similarly representative company to assemble here and celebrate the consummation of our labours. (Applause.) I have again to thank you for the kind way in which you have received this toast. I now beg to propose the health of the Superintending Civil Engineer, Mr. Ordish, who is so intimately associated with this work, and under whose directions our operations are carried on. It gives me great pleasure to say that Mr. Ordish with his able staff co-operates with us in these operations in the most hearty manner. I propose the health of Mr. Ordish.

The toast was pledged with enthusiasm.

Mr. ORDISH replied briefly, and said—Your Excellencies, ladies and gentlemen, I did not expect this toast, and all I can say is I thank you for the hearty way in which you have drunk it.

Hon. T. H. WHITEHEAD gave the last toast, "The Ladies." He said—Your Excellencies and gentlemen, a duty has been thrown upon me on the very shortest notice, but realising full well the meaning of the word duty I did not hesitate to respond, although there has not been a moment to prepare. I have been asked to propose and commit to your reception the toast of "The Ladies," and perhaps it could not have been placed in the hands of one of a more retiring disposition than myself. I ask you to drink the health of the ladies in bumpers—God bless them.

The toast was cordially pledged and was acknowledged in a word by Mr. FULLERTON HENDERSON, on behalf of the ladies.

The company afterwards dispersed.

We are requested by Mr. W. Kidd to state that the absence of Mr. J. L. Houston from the ceremony was much regretted, more particularly by himself, as Mr. Houston's colleague. The movements of the Commander-in-Chief, however, rendered it impossible to postpone the function until after Mr. Houston's arrival, which otherwise would have been done.

## THE COURT AT PEKING.

Their Imperial Majesties, welcomed by the Imperial Princes, Ministers of State, and a large number of mandarins, civil and military, returned to their palace at Peking, as we have already reported, on the 7th inst passing through the Yungting Gate at half past one p.m. The route was guarded by the troops of Generals Ma Yu-kun and Chiang Kuei-ti, and the Imperial procession was grand and dignified, according to the N.-C. Daily News correspondent. The latter says that their Majesties have such reliance upon H.E. Yuan Shikai, that when he was received in audience at Chentingfu, they said: "You must protect us, as we have no one in whom we can put confidence, but only you." H.E. Yuan Shikai, with tears in his eyes, replied that he would never neglect his duty, and then withdrew from the Court.

It is said that their Majesties intend to relieve H.E. Wang Wen-shao of his duties as Peace Plenipotentiary, and appoint H.E. Yuan Shikai in his place. Yuan's enemy Yung Lu, while at Chentingfu, organised twenty battalions of White Banner troops, making ten thousand men in all, as his dependents, with whom he intends to face his political rival. When met at Chentingfu by Prince Ching and shown the draft of the proposed Manchurian Convention, not only did he not oppose it, but undertook to support its adoption.

The three Viceroy, Liu Kung-yi, Chang Chih-tung, and Yuan Shikai, having recommended in a memorial to the Throne the decapitation of General Tung Fushian, the Ministers of the Grand Council have decided to banish him, and apologise to the Powers for their inability to carry out the death sentence.

## LU YUNG'S REHABILITATION.

In confirmation of what we wrote on the 18th inst. about the "whitewashing" of Yung Lu, a note on native affairs in the N.-C. Daily News may be quoted. "Only lately," says our contemporary, "it began to be bruited about that a very high British official on a recent visit to the Yangtze Viceroy towards the end of last autumn had been assured by the latter that they 'never would have dared to refuse obedience to what appeared at the time to be perfectly bona fide Imperial Edicts commanding the gathering together and organising of 'patriotic Boxers' throughout the Empire, for the purpose of exterminating all foreigners and their sympathisers throughout the Empire unless they had received secret telegraphic instructions from the Grand Secretary Yung Lu telling them not to obey any Imperial edicts dated after the 20th of June (1900) owing to the fact that the Princes and high Ministers at Court were nearly all open partisans and followers of the Boxers and desperadoes then dominating Peking, and sane counsel unknown at that time."

"It is now stated that the above is perfectly true, and from a high authority we have obtained a copy of Yung Lu's alleged telegram to the Yangtze Viceroys which we translate below as follows:—

"Peking, 26th June, 1900.

"To their Excellencies Liu, Viceroy of Liang-kiang, and Chang, Viceroy of Hukuang:—

"Your telegram is hereby respectfully acknowledged. That a weak country should attempt to oppose itself to a dozen or so powerful nations is to court instant peril and destruction. When two nations are at war it is not right to seek revenge on the person of the Ambassador of the opposing nation; indeed this rule has been one which has always obtained from ancient times until now. Alas, that an Empire established under such difficulties by our ancestors should be made a stake of by evil-minded desperadoes under the guise of religion, and as it were gambled away by the cast of dice! It does not require a wise man to ask for explanations in regard to all this. I assure your Excellencies that I have repeatedly used my feeble efforts in the attempt to turn back the tide of fanaticism, but alas! I have been unable even to do a tenth part of what I hoped for. Subsequently, I fell ill and could not get about; but during my leave of absence from duty, weak and ill as I was, I drew up and sent to their Majesties seven successive memorials strongly exhorting them



not to be influenced by dangerous counsels, etc., but again and again did I find difficulty in my attempt to stop the tide. As for the Princes of the various orders and all the Ministers of the Court, they unite with one acclamation on one subject [the divine mission and invulnerability of the Boxers—translator]—and on what subject your Excellencies may have already heard, but which I dare not put down in so many words. Moreover, those daily around the principal Princes are half of them members of the Boxer Society. In the various Manchū and Chinese regiments more than half of the privates belong to the same organisation. There are several tens of thousand Boxers inside Peking who go about to and fro, numerous as grasshoppers. It is a myriad times impossible to bring order out of this chaos, even with the sacred intelligence of their Imperial Majesties to aid them, they cannot turn back to reason the great majority around them. Alas! What then was to be done? I could only wait and see what could afterwards be done to remedy matters in the face of those almost superhuman difficulties. I at first recommended that there should be a conference at the Tsungli Yamén in the hope of finding some loophole by which order could be restored; but again was I frustrated, for on that day certain soldiers and desperadoes murdered the German Minister, and thus another phase has been put upon the face of affairs. Indeed the crisis changes like a kaleidoscope each day, for there are from a thousand to ten thousand changes daily which it is impossible to picture to your Excellencies. Prince Ching and Wang Wen-shao still retain the semblance of having their country's welfare at heart; but they can do nothing. As for a simple person like myself, were I to die the death, there is nothing to be regretted; but then I should be culpable in the eyes of ten thousand generations in the future (for having died uselessly without having done something to save my country in a perilous crisis like the present). I call upon Heaven to witness that I speak from the heart. Alas! alas! I see no way at all just now except to hope that the sacred spirits in the heavens will help this country, considering that this dynasty has always shown virtue and kindness to its subjects. At present, I see no way to do anything. "Finally, I would beg to call your Excellencies' attention to the fact that I hope you will not obey any of the Imperial decrees which may be issued after the 20th of June (1900). It is to be feared that desperadoes may become restless and rise up in the regions bordering the Yangtze River, and it is my earnest hope that your Excellencies will take steps to protect your several jurisdictions against disturbances, each man doing his duty to the best of his ability.—Yung Lu.

"From the above it will be gathered," says the *N. C. Daily News*, "that H. E. Yung Lu is now, at least, very anxious to be on the right side of the fence, as far as foreigners are concerned."

### ORGAN RECITAL IN ST. JOHN'S CATHEDRAL.

Mr. A. G. Ward's organ recitals are always looked forward to by the really musical section of the Hongkong public, and, in evidence of this interest and expectancy, about three hundred people were present on the 13th inst. in the Cathedral. The vocalist was Mrs. D. E. Brown, who made a splendid first appearance in the Colony, her translation of the composers' ideas in her two solos showing her to be possessed of true artistic feeling as well as of a lovely voice. Nothing better in the way of recitative could be desired than that of Mrs. Brown in the first solo, and her enunciation and declamatory style in the part "Arise ye, get ye up unto Mount Zion," was perfect. Coming to the organ numbers, Mr. Ward submitted a selection of all characters of composition which was as appropriate as it was musicianly. The opening piece, a toccata and fugue in D minor by Bach, brought out the brilliant execution of the instrumentalist, and was a splendid interpretation. The other organ items were performed with Mr. Ward's usual skill and with a happy choice of combinations. A collection was taken on behalf of the choir fund, amounting to \$96. The following was the programme:

1. Toccata and Fugue in D minor ..... J. S. Bach
2. Offertoire on two Christmas themes...Guilmant
3. Recitative } "Behold! there { Dudley  
and Aria } shal' be a day, { Buck  
Mrs. D. E. BROWN.
4. Prayer from "Lohengrin" } Wagner  
(arranged by Sulze)
5. (a) "Berceuse" { from Twelve Pieces } King  
(b) "Interlude" { for Violin and Piano }
6. Recitative and Aria from "Eli" ..... Costa  
Mrs. D. E. BROWN.
7. Finale ..... { Allegro Maestoso } Peace  
from 1st Sonata,

### A FRENCH VIEW OF THE SITUATION IN SIAM.

The *Avenir du Tonkin* of the 10th inst. devotes its leading article to an exposition of the situation in Siam. It says, in effect:—

Hitherto only timid attempts have been made to repair the evil wrought by our mistakes in 1893 and 1896, and to regain our influence in Siam. At the present moment, however, the question has again come up, and we are informed by Havas that M. Klobukowski has been charged with obtaining for France in the valley of the Menam economic privileges equal to those which have been conferred on other nations, and which have been promised by the King to M. Doumer. France wants to share in the advantages of the development of the Menam Valley, the only part of the kingdom that is really rich and well populated.

We can obtain this, not by threatening Siam at Bangkok itself, a course from which we are precluded by the Anglo-French Agreement of 1893, but by exercising on the Government sufficient pressure in the region of the Mekong, which by the same Agreement was implicitly made a zone of French influence. There we can act freely, and the Siamese Government will no doubt prefer to grant us certain advantages on the Menam rather than see its authority completely destroyed in the basin of the Mekong. Such are the two alternatives that our resolution would leave to Siam, for whatever be the attitude of her Government the 1896 Agreement will turn the situation to our advantage, either in the neutral zone of the Menam or in the zone of the Mekong.

Nor is it an empty phrase to speak of the Siamese Government being able to allow our nationals to share in the advantages arising from the economic development of the valley of the Menam. Something more is meant than the free competition of foreign merchants, on which the attitude of the Government can have little influence. To say nothing of the ill-treatment of our nationals and protégés, which ought to cease, high officials are being appointed in the valley of the Menam, public works are being carried out there, appointments and works in which the Siamese Government can find a place for Frenchmen. As instances of these appointments we may mention the recent constitution of the Gendarmerie under Danish officers, and the creation of a post of Adviser for Irrigation, which has been conferred on a Dutchman. In Siam we do not take the position that we should considering our treaties and our situation in Indo-China, but under the energetic impulsion of M. Klobukowski things are going to be changed.

The following items are from the *Foochow Echo* of the 4th inst.:—On the evening of Monday last, a fire broke out some little distance beyond the long bridge and soon proved itself to be a serious matter. The flames spread with wonderful rapidity and within an hour some thirty houses were destroyed. These included three native banks, the owners of which are ruined. The fire originated in a store, the owner of which was tampering with tins of kerosene oil. No great loss of life is reported, but a considerable amount of valuable property was destroyed.—It is satisfactory to note that the accounts of the health of His Excellency the Viceroy, which last week gave some cause for anxiety, are decidedly better.—A very pretty function, following our New Year's holiday, was the wedding of Miss Emily Begley to Mr. Carl Rosemann, the Superintendent of the Foochow Match and Timber Factory.

### CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

#### SPIRITISM.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 10th January.

SIR,—It is really very refreshing to find at least one of our prominent fellow citizens able to find time and leisure, amidst all the bustle of money-making, to devote himself to spiritual subjects. Mr. R. Shewan's letter to you certainly deserves more than a passing notice, and availing myself of the truism that there are always two sides to a question, I would ask you to be good enough to allow me to have also a say in the matter.

One of the most remarkable forms of superstition which still takes a very active part in modern life is no doubt "Spiritism," and it is a surprising and lamentable fact that so many educated people are still dominated by it. Even distinguished scientists are entangled in it, and a number of spiritualistic journals spread the faith far and wide. To the list of names given by Mr. Shewan I can also add those of Zollner and Fechner in Germany, and Wallace and Crookes in England. The regrettable circumstance that physicists and biologists of such distinction should have been led astray by spiritism is accounted for by Prof. Haeckel as due partly to their excessive imagination and partly by the influence of dogmas which a religious education imprinted on the brain in early youth; moreover, it was precisely through the famous *seances* at Leipzig in which the physicists Zollner, Fechner, and Wilhelm Weber were imposed upon by the clever American conjuror Slade, that the fraud of the latter was afterwards fully exposed and he was discovered to be a barefaced impostor. In other cases, too, where the alleged marvels of spiritism have been thoroughly investigated, these have been traced to more or less clever deception and it is a notable fact that "mediums" are almost invariably of the weaker sex and found to be nervous persons of abnormal irritability.—Yours, &c.,

ANTI-HUMBUG.

#### THE CATHEDRAL CHAPLAINCY.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 14th January.

SIR.—I must apologise for again troubling you with the above matter, but I cannot sit still and see things "slide" without making one more attempt to rouse church-people to a sense of their duty and to an insistence on their rights. Since my last letter the Church Body has thought fit to issue a circular letter announcing the appointment of a Senior Chaplain to succeed the Rev. R. F. Cobbold, and giving some sort of explanation thereof. It has also posted notices on the doors of the Cathedral convening the annual general meeting of seat-holders and subscribers—though, why it has not thought fit to advertise the meeting in the local Press is, to say the least of it, curious. With regard to the circular letter, I cannot see that it strengthened the position of the Church Body in the slightest degree. On the contrary, I consider—and there are others of the same opinion—that it brought into even greater prominence the weakness and inconsideration that has characterised its attitude with regard to the above matter from the very beginning. The extraordinary disinclination that the Church Body has evinced to meet the seat-holders and subscribers fairly and squarely—i.e., at a specially convened meeting—appears to me to be something more than a mere sign of its slackness and incompetence. Indeed, did I not happen to know that more than one of its members deemed the whole matter of such trivial importance as to be scarcely worthy of consideration (!), I could come to no other conclusion than that it was a deliberate attempt to prevent such a discussion. The announcement, of course, speaks—only too eloquently—for itself. We are, unless indeed some strong move is made, doomed to a period of stagnation, if not something worse, in Church matters for the next few years. Already I seem to see a sad falling off in the



amount of the offertories, and before long I confidently anticipate our having to face really serious difficulties—both pecuniary and otherwise.

The "explanation" also speaks for itself and is, I repeat, both weak and unsatisfactory. What right, or reason, had the Church Body to assume that there would be any "probable uncertainty" of getting a really competent man from home? What steps did the Church Body take to ascertain the likelihood of such "uncertainty"? Absolutely none—the matter was rushed through, at a by no means representative meeting of the Church Body, with almost indecent haste. And for what reason? Simply to save the Church Body a little trouble. And who was mainly responsible for this "pitchforking" process? I regret to say the one man who should have had the interests of Church Matters most nearly to heart; the man whom we would all wish to look up to as the spiritual head of the Church in this Colony. And why did he take up this position? At the risk of being considered wanting in respect, I must say that it looks very much as if he wished to get the whole running of Cathedral matters into his own hands. And this leads to another point—what authority has the Bishop, or is he to have, over the working of the Cathedral services? Personally, I cannot see that he should have more than a home Bishop has, but perhaps I am wrong.

There are many other aspects of this matter, but I fear I have already trespassed too much on your valuable space. Its importance to every member of the Church-going community must be my excuse. If all seatholders and subscribers will make a point of attending the meeting at St. Paul's College on Thursday, the 23rd inst., and give their practical support to all such resolutions as may be brought forward for the well-being of Church matters and the insistence on their rights, something may yet be done to mitigate, at any rate, the evils which threaten us.—Yours, etc.,

CHURCHGOER.

### CHINA AND MANILA STEAMSHIP COMPANY, LD.

An extraordinary general meeting of this Company was held at the office, 14, Des Voeux Road Central, at 11 a.m. on the 14th inst. for the purpose of confirming the resolutions passed at the meeting of the Company held on the 28th ult. Mr. R. Showan presided, and there were also present Messrs. A. G. J. Somerville, A. G. Gordon, J. S. van Buren, N. A. Siebs, D. E. Brown, A. V. Apcar, S. Benjamin, A. Babington, H. P. White, D. Gillies, and Mr. Fung Wa Chun.

The notice convening the meeting having been read by the Secretary,

The CHAIRMAN proposed that the first resolution be confirmed. It was in the following terms:—"That the capital of the Company be increased from One Million of Dollars (its present capital) to One million Five hundred thousand Dollars by the creation of ten thousand new shares of fifty dollars each."

The motion was seconded by Mr. APCAR and carried unanimously.

The CHAIRMAN then moved the confirmation of the second resolution, which was as follows:—"That the new shares shall be offered in the first instance to the persons who, on the 15th January, 1902, shall be registered as shareholders, in the proportion of one new share for every two of the present shares, and that such offer shall be made by notice specifying the number of new shares to which the shareholder is entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the shareholder to whom such notice is given, that he declines to accept the shares offered, the General Managers may allot or otherwise dispose of all unaccepted shares to such persons, on such terms and conditions and at such times as the General Managers shall think fit."

Mr. GILLIES seconded the motion, which was also agreed to unanimously.

The CHAIRMAN then moved the confirmation of the third and last resolution, the terms of which were:—"That each of the said new shares

shall be paid for as follows:—the sum of Five dollars on account thereof shall be paid on the 28th February, 1902, at such place as the General Managers shall appoint, the sum of Ten dollars further on account thereof shall be paid on the 31st May, 1902, at such place as aforesaid, the sum of Ten dollars further on account thereof shall be paid on the 31st December, 1902, at such place as aforesaid, and the balance shall be paid in such instalments (at intervals between the payment of each instalment of not less than three months, and subject to notice being given in accordance with Article 51 of these Articles) and at such times and places as the General Managers shall appoint. Provided that the General Managers may, if they shall think fit so to do, extend the time beyond the dates above-mentioned for payment of any money for the time being unpaid on any or either of the said new shares."

Mr. BROWN seconded, and the motion was carried, *nem. con.*

The CHAIRMAN—That is all the business, gentlemen. I am much obliged to you for your attendance.

### CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

The fifth ordinary annual meeting of shareholders in this Company was held at the office of the general managers, Messrs. Showan, Jones & Co., on the 15th inst. Mr. R. Showan presided, and there were present Messrs. H. J. White, G. S. Van Buren, Chun Tung Shang, Chow Hing Kee (directors), A. Babington, T. H. Reid, C. Ewens, Terry, McCubbin, Fung Wa Chun, and G. Somerville (secretary).

The notice convening the meeting having been read, the CHAIRMAN said—Gentlemen, with your permission we will take the report and accounts for 1901 as read, as they have been printed and in your hands for some days past. We are glad to be able to pay the same dividend as before, viz., 8 per cent., and put \$10,000 to reserve, which brings the total amount at credit of that fund up to \$45,600 now. Money was not in such strong demand during the first part of last year, and while we were able to employ almost the same amount of money in loans as in the previous year, we did not earn quite so much in interest. The accounts are so simple that there is nothing to comment on in them, but I may say that all the mortgages have been gone over carefully and found quite safe. As a number of shareholders have represented to us the desirability of ridding our shares of the remaining liability of \$10 per share, we have decided to meet what we believe are the wishes of the majority, and do away with this liability by making the shares \$10 fully paid up. The other \$10 was really intended as a security to the debenture bond-holders, but there are so few of them that it is not worth while keeping the liability running. In due course extraordinary meetings will be held to pass the resolutions required for this purpose. We shall still have 27,800 shares of the original 100,000 to issue, but, as we anticipate being able to dispose of these very quickly after the change has been made, we propose, to save further special extraordinary meetings and loss of time later on, to take power to issue up to another 100,000 shares. This will make the nominal capital, \$2,000,000, but we shall not of course issue any of the extra \$1,000,000 from capital without first asking your consent. It will simply mean that the Company will have power to increase its capital to \$2,000,000 without having to pass further special resolutions. As you are aware, notices calling the first extraordinary meeting for the 22nd inst. were issued yesterday. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions you may wish to put to me.

There were no questions, and the CHAIRMAN proposed the adoption of the report and accounts, as presented.

Mr. REID seconded, and congratulated the management on the satisfactory state of the company's affairs which enabled them to pay another 8 per cent. dividend and to carry \$10,000 to the Reserve Fund.

The motion was carried unanimously.

The next business was the election of a Consulting Committee, and on the motion of Mr. EWENS, seconded by Mr. TERRY, Messrs. G. S. Van Buren, H. P. White, Chow Hing Kee, and Chun Tung Shang were re-appointed.

Mr. WHITE then proposed that Messrs. F. Henderson and W. H. Potts be re-elected as auditors.

This was seconded by Mr. VAN BUREN and carried unanimously.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning.

### SUPREME COURT.

Saturday, 11th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING PUISNE JUDGE).

KWOK KAM CHUN v. COMPAGNIE DE MESSAGERIES MARITIMES.

Evidence was resumed in this case, in which plaintiff claims \$1,000 for damages alleged to have been caused to his junk *Chun Kam Lee* by the defendants' mail steamer *Indus* on 22nd September near the island of Pedro Blanco. The evidence went to show that the junk was run down in the dark by a large white steamer with two black funnels, and this steamer the plaintiff held was the *Indus*.

Captain James T. Douglas, marine surveyor, stated that the French mail steamers were the only vessels in this part of the world which had white hulls and two black funnels. He knew the vicinity where the collision occurred intimately. The *Indus* arrived in Hongkong at 8 o'clock on the morning of the 22nd September, and by means of charts he calculated the distances and marked out points at which the steamer and the junk would be, having regard to the course being sailed and the number of knots made. If the *Indus* were going at her ordinary rate of 13 knots with a two-knot current against her she would at the time at which the collision was said to have occurred be about five miles and a half north of Pedro Blanco. There were always many fishing junks round the island.

Kwok Kam Chun, the plaintiff, was recalled, and stated in answer to questions by his Lordship that on the day after the collision he sailed round the *Indus* in a sampan as she lay in the Harbour and saw that paint had been scratched off her bows on the starboard side; there was none scratched off the port bow. This concluded the evidence for the plaintiff.

Monday, 13th January.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING PUISNE JUDGE).

KWOK KAM CHUN v. COMPAGNIE DES MESSAGERIES MARITIMES.

The evidence for the plaintiff having been concluded on Saturday,

Mr. Hastings opened the case for the defence. The defence, he said, was that the steamer *Indus* never collided with the plaintiff's junk at all. The *Indus* left Shanghai on the 19th September at midnight and came down the coast at her usual speed, and at 8.30 on the evening of the 21st she was off Breaker Point. The evidence of Captain Douglas had been to the effect that the French mails did not go 15 knots. He thought his Lordship would be satisfied that the *Indus* could easily go 15 knots and that she was going at that speed for a portion of the night of the 21st, but it was not maintained because they were getting near Hongkong. They passed in the usual course inside Pedro Blanco, and he thought his Lordship would be satisfied that at the time this collision was said to have occurred they had passed Pedro Blanco a considerable distance—some 15 or 20 miles. With regard to the question of current, Captain Douglas had stated that there might have been a current of 2 knots and that there was usually a current to the eastward.



Well, the witnesses whom he would call did not agree with that statement, for they said that at this time, the change of the monsoon, the current was variable; it might be to the east or the west. It was true that in the north-west monsoon there was a strong wind blowing all the time and invariably a current setting to the westward, but that was not at all true with regard to the south-west monsoon and especially with regard to this time, 2<sup>nd</sup> September, when it was about changing. The evidence of the officers of the *Indus* would show that not only had they no current against them but that they had a current with them. It was perfectly clear, from the time they took between the Lammocks and Breaker Point and taking the speed at which they were going, that they had a current with them. It was impossible for a ship to know what current she had got with her until she saw some point of land or had some means of ascertaining her position. The Captain would state that when he got his bearings in the morning he saw the Nine Pins, and found himself very much more to the westward than he would have been, taking his speed alone, therefore he concluded that the current was with him. A curious corroboration of that was given in the plaintiff's own statement that they left Tai Sam Bay and steered south and then found themselves slightly to the westward of Pedro Blanco. The *Indus* slowed down on more than one occasion during the night and at 5 o'clock stopped altogether. They picked up the Nine Pins at 6.50 and proceeded into Hongkong. Witnesses would state that there were several other steamers with them at the time, coming down the coast and going to make Hongkong in the morning. Two at least they saw which had come down the same course as themselves from the north. Among the witnesses whom he would call would be the second captain, who would state that he went round the vessel in a boat on arriving in Hongkong to see whether she required any paint and that he saw no marks on the bow pointing to any collision having taken place. He would also call the officer who was on the bridge at 3.30 and 3.40 a.m. and this witness would tell the Court that no collision occurred while he was there. The man who was on the look-out in the bow would likewise state that no collision happened and he must have been within two or three feet of the place where it occurred if it did occur. There would also be the evidence of the Shanghai pilot who had brought the ship out of the Shanghai River and was a passenger on board at this time; he would state that he went on the bridge early in the morning, somewhere after 4 o'clock, and heard nothing about a collision. Then there was this material point, that no notice of this claim was given to the Captain or to the agent of the Messageries Company until the ship had left Hongkong; therefore they had no opportunity of getting the vessel examined by a surveyor. The Captain heard nothing about the matter until he arrived in Marseilles.

Evidence was then taken for the defence.

Captain Gustav Duchateau deposed that he was a lieutenant of the French Navy, and was master of the mail steamer *Indus*. He left Shanghai for Hongkong on 19th September last, carrying the mails. At 4.47 on the 21st the Lammocks were abeam; Breaker Point was abeam at 8.20 p.m., distant nine miles. Between these two points there was a current in their favour, six-tenths of a mile per hour. The speed of the ship when Breaker Point was passed was 14.6-10ths knots, perhaps 15 knots. The speed was reduced to 13.3 knots at 1 p.m. That speed was continued until 4.20 a.m. At 5 o'clock they stopped. Sometimes it was foggy, sometimes clear. When they got into the fog the ship was stopped; when they got clear of the fog she was sent ahead. At 6.50 full speed was put on and Hongkong was reached at 8 a.m., the speed being 15 knots. There was a strong current behind them—more than he had estimated for. He had travelled many times up this coast. His experience as regards the currents at the end of September was that there was no current other than the tide-current, which was very strong between Shanghai and Hongkong. The current did not run east. His room was on the bridge. He came out of his room at 4.15 on the morning of the 22nd September. There was no collision. It was the habit of junk

people to shout very loudly in the case of a steamer bearing down upon them. He heard no such noise. If there had been a collision he would have considered it his first duty to stop and render assistance if assistance was required. They arrived in Hongkong the same day. No claim was made against them at the time. He heard nothing about the alleged collision until fifteen days after reaching Marseilles. He was much astonished to hear of the claim. When he came out of his room at 4.15 rain was falling. It was dark. At 6.50 there were two steamers in the wake of the *Indus*. They arrived in Hongkong half an hour after the *Indus*.

Cross-examined—He went to bed at midnight. He was a light sleeper and, as a sailor ought to be, was always on the alert. Of the steamers that were behind them in the morning one was fairly large and the other was a coaster. Neither of them had a white hull.

Other evidence of a corroborative kind was given, and the case for the defence closed. Judgment was deferred.

## CRICKET.

H.K.C.C. v. H.K.F.C.

This match afforded another exciting finish, the footballers unexpectedly winning by 6 runs, with 211 against 205. For the winners, Nimmo, Moberly (resuming cricket, we are glad to note), Noble, Hooper and Talloch all exceeded twenty, due to merit in some instances, and to indulgence of the field in other cases. We have seldom seen, even in Hongkong, a bowler meet with the bad luck which attended the really excellent trundling of McKinley, whose analysis conveys no indication of the chances missed off him, both in the long field and behind the batsmen. The bowling luck seemed to lie at the City Hall end—vide the figures of Mackenzie, Smith, and Waymouth.

The Cricket Club had two hours to overtake the score of the other side, which, looking to the performance of the week before when 266 runs were made in an hour and forty minutes by the Navy, did not seem to be a task beyond the Club batsmen. It soon was evident that the wicket (an old one) was not wearing well. France Hayhurst was not so much at home as usual, and had to thank the field for aid before he settled down and hit with power. Franklin was more at his ease, and scored more freely than his wont is, leaving at 118 with a capital 53 to his credit. Wickets then fell fast, but so long as France-Hayhurst was in, the game looked safe; but he went at 165, out of which his share was a taking 67. Dixon played a very steady and useful innings of 25 not out: as this recruit can also bowl and field and is reputed to be keen, he is likely to prove an acquisition to the Club; but strange to say, we do not see him at the nets. Lammert whipped in when 22 remained to bring victory, and raised hopes of pulling the game out of the fire: but he fell to the clever R.A. combination.

At point Major Wynne brought off five good catches, his first and last ones being excellent. Waymouth, on going on at the City Hall end, sent down 7.1 overs for 23 runs and 6 wickets, a fine performance, even though he had a wicket to his liking. Lee also bowled well.

We must not omit to refer to the departure of Lieutenant A. F. Ward, R.N., who will be much missed at cricket by both the Navy and the Club. He is a judicious skipper, a fine field and a free bat. May good luck attend him!

Scores and analysis:—

H.K.C.C.

Lt. France-Hayhurst, R. W. F. c Nimmo, b Lee	67
Lt. A. E. Wood, R.N., b Lee	17
C. P. Franklin, R.N., b Noble	53
Capt. Krickenback, B.I., c Woodgates, b Waymouth	2
T. Sercombe Smith, c Wynne, b Lee	1
Mid. Digby, R.N., c Wynne, b Waymouth	8
A. Mackenzie, c Wynne, b Waymouth	0
W. Dixon, not out	25
McKinley, R.N., c and b Waymouth	2
Capt. Cadogan, R.W.F., c Wynne, b Waymouth	5
G. P. Lammert, c Wynne, b Waymouth	8
Extras	12
Total	205

H.K.F.C.	
Major Wynne, R.A., c Hayhurst, b McKinley	11
Dr. Nimmo, R.N., b Hayhurst	25
H. S. Moberly, H.K.R., b Mackenzie	32
Lt. Noble, R.N., l.b.w. Mackenzie	54
A. G. Ward, c Hayhurst, b Mackenzie	8
J. Hooper, b Smith	5
J. A. Woodgates, b Mackenzie	0
Capt. E. G. Waymouth, R.A., b Mackenzie	5
Capt. Talloch, R.A., b Smith	22
P. W. Goldring, c Mackenzie, b Smith	0
J. E. Lee, not out	1
Extras	18
Total	211

## BOWLING ANALYSIS.

H.K.F.C.

	O.	M.	R.	W.
McKinley	25	6	69	2
Franklin	6	—	31	—
Hayhurst	10	—	45	1
Mackenzie	9	4	18	4
Dixon	5	1	22	—
Sercombe Smith	4.1	1	13	3

H.K.C.C.

	O.	M.	R.	W.
Waymouth	17.1	2	65	6
Lee	18	3	64	3
Nimmo	3	1	11	—
Woodgates	4	—	23	—
Noble	3	—	27	1

## CRAIGENGOWER v. CIVIL SERVICE.

The match between the Craigengower C.C. and the Civil Service members, C.C.C., was played in the Happy Valley on the 11th inst., and resulted in a victory for the Club by 5 wickets and 24 runs. The following are the scores:—

CIVIL SERVICE MEMBERS.

R. Pestonji, b Lammert	12
H. Hartman, b Seth	54
F. Rapp, c and b Lammert	0
R. Witchell, b Ford	0
C. Laykum, b Ruttonjee	2
M. E. Asger, b Ruttonjee	17
J. Pestonji, c Basa, b Ford	2
H. Goldenberg, c and b Ford	1
M. A. Razack, c Asger, b Seth	8
F. Dannenberg (sub), not out	8
A. Souza, b Ford	0
Extras	18
Total	122

CRAIGENGOWER C.C.

R. Basa, c Hartman, b Rapp	21
E. Ford, b R. Pestonji	18
J. L. Stuart, c Witchell, b Asger	34
L. A. Rose, c R. Pestonji, b Laykum	31
L. E. Lammert, c J. Pestonji, b R. Pestonji	23
A. E. Asger, not out	8
J. H. Ruttonjee	—
A. Remedios	—
E. Seth	—
G. Rapp	—
H. Jacobji	—
Extras	9
Total (for 5 wickets)	146

## FOOTBALL.

RANGERS v. H.M.S. "GLORY."

It is not difficult to become enthusiastic over Association football after witnessing the spirited contest between our new combination, the Rangers, and the *Glory* in the Hongkong Shield competition at the Happy Valley on the 11th inst. The play throughout was full of interesting points, with hardly a dull moment. A gentle wind was blowing from the pavilion end, but did not affect the play in the least. The following teams lined up at 4.10 p.m., before about 500 spectators:—

Rangers—Craig; Lapsley and Lamb; Loureiro, Herton and Holmes; Seth, Witchell, Gladwell, Fittock, and Henderson.

H.M.S. *Glory*—Morgan; Urquhart and Morris; Watson, Laing, and Wade; Dowson, Ansford, Milford Moore; and Cattel.

Referee—Sergt. Hayward, R.A. Linesmen—C. F. Kew (Rangers), E. R. A. Brown (*Glory*).

The *Glory* won the toss and elected to play with the strong sun at their backs. Rangers kicked off, but lost possession. A quick run by Cattel secured a corner, which, though nicely placed, was cleared. The Rangers then took play to the other end and Urquhart had an opportunity of showing his pace. The game had to be stopped for a few minutes owing to Lamb being injured and on the resumption play was mainly in the centre. An offside decision against Dowson when in a good position lost the *Glory* a likely chance. A nice combined run by Fittock and Henderson took the play right into the



goal mouth, and Fittock put a screw ball into Morgan's hands. Rushing to the other end, the handy men were awarded a corner. Cottel placed the ball splendidly into the goal and in the scramble which ensued one of the *Glory* men was fouled, and the referee immediately whistled for a penalty which was shot into the net, the goalkeeper making no attempt to save. The Rangers pressed, and secured a corner, which was sent past. Dowson dribbled past both backs and sent in a fast shot, which struck the upright and bounded into play. Ansford caught the return on his head, but sent over. Excitement led to much wild kicking on the part of both teams, and several likely opportunities were lost thereby. Lamb again being injured, had to leave the field. A foul in the centre against the Rangers was sent into touch. Seth shot a splendid hard ball which Morgan threw out in brilliant fashion. Henderson rushed in to catch the return, but was given offside before playing the ball. Play was very fast, each goal being visited in turn. Craig caused the Rangers followers to feel a bit shaky when he made a wild rush out of goal and kneed the ball into the corner, which was unproductive. A dangerous raid by the *Glory* left looked like another goal, but Lapsley cleared with a strong kick. Half-time was called with the score *Glory*, 1; Rangers, nil. The play during this half was fast and interesting with very little to choose between the teams.

The *Glory* resumed and a foul against Holmes let them right into their opponents' goal, where offside was given against Cottel. Fouls were beginning to be unpleasantly frequent, first Seth and then Gladwell being penalised. Milford was lying too far forward to be of much service to his side as he was given offside five times in as many minutes, the Rangers wisely playing the one-back game. The *Glory* were having more than a fair share of the play and with a little luck would have had a goal or two. Following a brilliant run by Seth and a hard centre, Pittock headed a splendid goal, Morgan having no chance to save. The *Glory* made things hum on centreing, and shouts of "goal" were on everyone's lips. At last the goal came from the foot of Milford but he was again offside—in the referee's opinion, that is. The *Glory* still kept at it. Craig ran out to clear a shot, and being impeded in getting back to his charge again, a goal seemed imminent. Every one of the *Glory* forwards had a try, but could not manage to score: a shot from Moore struck the cross-bar and was cleared. Two corners in quick succession to the naval men were fruitless, though they were full value for a point. Seth, who was playing a very good game, sent in an excellent shot, but Morgan was all there. A second shot from Fittock went into Morgan's hands. Full-time was called with the score at one all.

Twenty minutes extra time was then played, the Rangers kicking off. The *Glory* were the first to be dangerous, a shot from Ansford being kicked clear by Craig. Still keeping at it, Dawson, though hard pressed by Lapsley, sent in a shot which landed on the top of the net and a minute later another which struck the side of the net. The stamina of the *Glory* was making itself felt, play being for the most part in the Rangers' half. Bad judgment on the part of Ansford, in shooting instead of passing, lost the *Glory* an almost certain goal. Milford, who was the most outstanding man on his side, was unfortunately winded. On his recovery half-time was whistled.

Without any dallying the *Glory* left ran the ball well down and Craig brought off a splendid save from Moore. It looked all odds on the *Glory* winning, Dowson sending in a beauty, which was excellently cleared by Craig, who at this juncture was the saviour of his side. Excitement round the ropes was most intense, and it evidently was taking effect on the play. Morgan ran out to negotiate a shot from Seth, but missed the ball completely. As the ball was going into the net Urquhart with an overhead kick brilliantly cleared right under the bar. From now until the call of time the *Glory* pressed unceasingly—shots striking the bar, the net, and everywhere but the required place—but could not get the winning point. The most interesting game of the season, so far, therefore ended in a draw—one each.

We cannot praise the Rangers too much for their plucky stand during nearly the whole of the game with only ten men; though the *Glory* were undoubtedly on the day's play the best team. We think, however, that the action of the *Glory's* captain in insisting on extra time being played, although the Rangers were handicapped by the loss of Lamb, was the reverse of sportsmanlike.

#### H.K.F.C. v. H.M.S. "TERRIBLE."

These teams met on the 13th inst. at Happy Valley, this being the first appearance of the Service team since the return of the *Terrible* from the North. The teams were:—

The Club—C. T. Kew, goal; W. G. Worcester and W. H. Howard, backs; S. L. Jenkins, J. W. C. Bonnar, and J. E. Lee, halves; J. D. Danby, D. M. Graham, F. Von der Pfordten, Captain Tulloch, R.A., and A. R. Lowe, forwards.

*Terrible*—L. Robertson, goal; J. Harvey and J. Pellett, backs; W. Jones, D. Whyte, and T. Otty, halves; P. Livermore, D. Sales, G. Jones, R. Denzey, and J. Butler, forwards.

Referee—Lance-Corporal Frost, R.A.; linesmen—Mr. F. B. Brown (Club), Mr. A. Burk (*Terrible*).

The Club kicked off at 4.45 with only nine men sporting their colours, but the full complement appeared a few minutes after the start. They were the first to look dangerous, Lowe taking the ball cleverly down the wing and finishing up with a good shot which was stopped at the expense of a corner. The *Terrible* were not long in transferring play to the other end. The whole front rank hustled up the field to some tune and several "pots" ensued. At length one was sent in which Kew was successful in punting only a few yards away from the goal-mouth, and J. Jones in centre had a perfectly open goal with the ball at his foot. He had time to steady himself to shoot and kicked hard, but the ball struck the cross-bar and went out of play. Jones so far had proved himself a thorn in the side of the Club defence. He was feeding his wings well and leading the attack in a manner that promised to bring points. The first goal came when the game was 15 minutes old and fell to the credit of the Naval men, Livermore doing the needful with a swift shot on the run. Not many minutes afterwards the *Terrible* increased their lead. Butler, taking a corner, landed the ball right in front of goal and in the short scrimmage which ensued Sales banged it through over Kew's head. From the centre-kick the Club carried play into their opponents' bounds and had hard lines in not scoring on at least two occasions. Danby was putting in some fine work on the wing but unfortunately was erratic when it came to shooting.

Half-time—*Terrible*, 2 goals; Club, nil.

When the ball was again set in motion, the *Terribles* showed no inclination to rest contented with their two-goal lead. Twice in quick succession they had a try at Kew's defence, Livermore and Jones (centre) both missing by inches. The Club were not lying down however. They in turn took up pressing tactics. A splendidly placed kick by Jenkins at half-back was lost by reason of there being none of the forwards up. At this stage Bonnar had to retire with an injured leg. But the reduction in their numbers did not dispirit the Club by any means. Lowe got on the ball, carried it well down the wing, and shot slantingly across the goal; Danby made no mistake and scored a well-deserved goal. Encouraged by this success, the Club gave their opponents no rest for some time afterwards, and Robertson was called upon to save on more than one occasion. A fine shot by Danby just grazed the post. The *Terribles* managed to break away at last; Denzey and Butler carrying the ball down the wing between them. Butler centred faultlessly but his partner through over-anxiety kicked a bye. Again they returned to the attack. The ball was carried right through the defence and Denzey was just steadying himself to kick into an open goal when he was ruled offside. Time was called with the score standing—*Terrible*, 2 goals; Club, 1 goal.

Considering that the *Terribles* have not had an opportunity of playing since Christmas Day,

they showed good form and have reason to be proud of their victory.

#### RUGBY.

At the Happy Valley on the 14th inst. a match H.K.F.C. v. Navy was played under Rugby rules, and resulted in a decided win for the Club by three goals, a penalty goal, and a try (22 points) against a try to their opponents. For the Club team Foster scored two tries, and McMurtrie and Jordan one each.

#### RANGERS v. H. M. S. "GLORY."

These teams made such a plucky fight on the occasion of their last meeting in the Shield ties, when the match ended in a draw, that fully fifteen hundred spectators lined the ropes on Thursday afternoon to witness the replaying of the tie. Teams:—

Rangers:—Craig; Steel and Duncan; Loureiro, Lapsley, and Holmes; Seth, Gladwell, Herton, Pittock, and Henderson.

H.M.S. *Glory*—Morgan; Urquhart and Sherbrooke (Lieut.); Watson, Laing, and Wade Dowson, Ansford, Milford, Moore, and Cottel.

Referee—Sergt. Hayward, R.A. Linesmen—Gun. Hayward, R.A., E. R. A. Brown (*Glory*).

Both teams lined up punctually at four o'clock. The *Glory* were lucky again, and winning the toss played with the sun, which was very strong, at their back. They were short of a man, however, and possibly needed every advantage they could get. Half a minute from the start one of the *Glory's* forwards was hurt in a run up the field, and the game was suspended till he recovered. Simultaneous with his getting on his feet, the *Glory's* missing back turned up, and play was resumed with a vigour that promised well for a good game and kept the spectators continually on the shout, this being especially the case when the *Glory* got on the ball. The naval lads were the first to show up, and Craig's post underwent an exciting bombardment that was only relieved by the plucky nature of the defence. Henderson then tried a run up the wing, but was beaten by Sherbrooke, who returned the leather to mid-field. The *Glory's* forwards again got on the move, and the Rangers' goal was only saved by Holmes hanging on to the man and giving Craig a chance to foot the ball out. Hard play in the open followed, and the red-jerseyed "handy men" once more set a course for Craig. Moore got the pass at exactly the proper moment, and planted the ball fairly and squarely in the corner of the net—an effort that notched the first goal of the match and was greeted with deafening applause. The *Glory* backs had been lying pretty well up to centre, but Seth brought them back with a run. He sprinted along the wing, dribbling beautifully, and shot straight for goal, but the ball was nearly spent ere it reached Morgan, who had no difficulty in returning it. A corner at the Rangers' end gave the *Glory* a chance they tried hard to avail themselves of; indeed, the ball was sent into the net, but as nobody had touched it after it left Dowson's foot, the referee disallowed the goal. Henderson and Fittock were working like niggers on the left wing; and with the latter nearly lay the honour of equalising the score. He sent in a swift shot from well out, and it was only Morgan's wariness that averted a goal. He dropped the ball, but recovered it before Henderson reached him and sent it out. Despite the exertions of the forwards on each side, which were of a turn-and-turn-about description that kept the respective defences and custodians continually on the move, play showed no slackening during the first half. Craig's post was the least enviable, for with the sun in his eyes and such persistent attackers in front he had his work cut out for him. Two shots came from the *Glory's* right that for this reason the Rangers' custodian had difficulty in negotiating, but he managed it, nevertheless. Penalties were few, but equally divided. When the interval was drawing near and play had somewhat slackened Herton gave a display that called forth even the plaudits of the most rabid of the *Glory's* supporters. He took the ball from Cottel and manoeuvred it singly past half-a-dozen successive opponents before he lost it. The referee's call of time came shortly afterwards with the score still standing:—  
*Glory*, 1; Rangers, 0.



The sun had disappeared behind the hills when play recommenced, and here the *Glory's* luck was again evident, for Morgan did not require to shade his eyes with his hands, and could use them for the ball. The Rangers made the first incursion, Seth taking the ball up the field but allowing it to outrun him and go over the boundary line. Cottel followed for the *Glory*, but shot over the bar. That it is wise in football never to depend on anyone but one's self was startlingly verified in the next few moments. The *Glory* were besieging the Ranger's goal, and a hard ball from close quarters slipped between the legs of two of the defenders in succession. Craig, luckily, was bent down peering for it, and just managed to get the leather in time. The *Glory* were now forcing the game, and kept up a persistent bombardment of their opponents' goal, never once, however, reaching the much-coveted net. Once the ball was so nearly through that it struck the upright and rebounded into play; another time it came whizzing in from the right wing, shaved the goal-mouth, and went over the touch-line, and though Gladwell and Henderson in turn made gallant attempts to raise the siege—the latter took the ball right up the field, but got only an unproductive corner for his side—the inevitable happened, and the *Glory* got their second goal. Hertton, who at times appeared invincible, gave a second grand display. He captured the ball in centre, and got to within five yards of Morgan, who, promptly taking advantage of Hertton's failure to shoot at once, ran out and just managed to snatch the ball away. Hertton's plucky effort certainly merited a goal. Immediately after Gladwell tried his luck, and although his shot could not have been better placed the watchful Morgan caught it and again sent the Rangers to the right-about. Play, although never slack, was not now characterised by its former dash. Not a chance, however, was thrown away by either side, but these chances more frequently fell to the *Glory* by reason of the weak kicking of the Rangers' backs. Apparently not satisfied with their majority, the *Glory* showed up again and got another point, but it was so palpably off-side that not a murmur was raised against the referee's decision to disallow it. There was no question of the legality of the *Glory's* next goal, however, for it came tearing into the net, quite beyond all possibility of Craig stopping it. The Rangers were now winded and slackening off, and with a majority of three to their credit the *Glory* were content to let the game draw to a close without further incident.

Result—*Glory*, 3, Rangers, 0.

A better-contested game has not been witnessed at Happy Valley. The *Glory* were value for their three goals. They were more highly trained than the Rangers, and had a better line of defences which kept the forwards well fed. The Rangers' forwards were slow in getting away, and seldom stayed, whilst their defences were weak, notably the backs. Craig was the most reliable man on their side, and kept the *Glory's* score down. However, the Rangers are young yet, and should give a good account of themselves in the future. At the request of the Naval team, forty-five minutes was played each way, and in pressing their right to have this done they were probably relying on their better staying qualities to beat the Rangers. Sergeant Hayward proved a capable and impartial referee, and his rulings gave satisfaction to players and spectators alike.

An application to import rickshas is before the Municipal Committee in Manila. This step was formerly advocated by Governor Taft, then President of the Civil Commission, but the military decided that times were not sufficiently settled for such an innovation. A new automobile "bus" line is also proposed.

Jonkheer Testa, Netherlands Minister-Resident in Japan, has been appointed Minister at Madrid in place of Jonkheer van Weedo, who has been appointed Minister to Austria-Hungary. The vacant post in Japan will be filled by Baron Sweerts Delandus Wyborgh, Minister Resident at Bucharest and temporarily Secretary-General to the Minister for Foreign Affairs.

## ROYAL HONGKONG YACHT CLUB.

On Sunday, the 5th inst., the sixth race for the Championship was decided in a fair sailing breeze. The course was round Kowloon Rock, Channel Rocks, and Meyer's East Buoy, twice round.

Only *Alannah* and *Bonito* turned out in the first class, *Iris* (Mr. Hastings) having very quickly given up in the struggle after only two tries, and *Gloria* being mastless owing to the carrying away of a last year's wire shroud on the previous Sunday. *Bonito* got a good start, some 20 seconds ahead of the *Alannah*, who was badly bothered by a junk. On the way out to the Dock point, *Alannah* considerably overshot her mark, and *Bonito* rounded Kowloon Rock about forty seconds ahead. On the way to Channel Rocks, *Bonito* worked the north shore, *Alannah* standing out on the port tack and reaching the Rocks forty seconds ahead of *Bonito*. *Alannah* gained 10 seconds on the broad reach to Meyer's Buoy. This time *Bonito* pulled back on the reach to Kowloon Rock. Here *Alannah* was in trouble with her balloon jib, and made a very bad rounding, and *Bonito* came right up on her, being almost able to cross the first time they met; but from this time *Alannah* began to walk away, rounding Channel Rocks 1½ mins. ahead, which was increased on the reach and run. The thirteen miles were sailed in practically two hours, not a bad performance for the little boats. The official timing at the finish was:

	Time.	Marks.	Total.
<i>Alannah</i> ...	3.6.15	10	42
<i>Bonito</i> ...	3.8.5	4	38

### ONE DESIGN CLASS.

The race in this class was marred by an unfortunate accident to *Colleen*. When rounding the Channel Rocks for the last time, she touched the outer edge of the reef which runs out under water from the S. E. corner of the rocks, and the wind and tide catching her on her port side she swung round to starboard, and ran up into the rocks and lay right over on her side with her sails in the water. At the time of the accident, she was second about a minute astern of *Erica* and about the same time ahead of the other two boats. As soon as the accident occurred, *Erica* promptly turned and came back to *Colleen's* assistance, and with the *Min* and *Kathleen* rendered what help they could. Luckily there was a launch handy, which came up and towed *Colleen* off her perilous perch. It took a strong pull to get her off, but once clear of the rocks she seemed little the worse for her mishap, and subsequent examination at A King's yard revealed no more serious damage than a gash in her lead keel. There was a fairly strong breeze blowing at the time, so that her escape from grave injury speaks volumes for the proverbial luck of an Irishman and the excellent work put into her by the Dock Company. As soon as the *Colleen* was safely afloat again, the other three boats started their race afresh, *Erica* taking approximately the lead she had when the accident occurred.

The official timing at the finish was:—

	H.	M.	S.
<i>Erica</i> ...	3	34	1
<i>Kathleen</i> ...	3	35	20
<i>Min</i> ...	2	39	12

*Colleen* did not finish.

### SECOND CLASS.

The official times at the finish were:—

	net time	marks
<i>Maid Marion</i> ...	3.35.15	3.35.15 1
<i>Payne</i> ...	3.37.44	3.27.39 4
<i>Meteor</i> ...	3.38.55	3.36.45 —
<i>Gazelle</i> ...	3.46.30	3.24.50 10

The seventh Club race will be sailed on Sunday, 19th January, over Course 17, substituting the new Beacon at Lyemun for the mark-boat.

The Saigon *Opinion* ridicules the idea that M. Le Myre de Vilers will succeed M. Doumer as Governor-General of French Indo-China, holding that he failed both in Madagascar and Siam. With regard to the latter country the writer says that it is a country "that ought to-day, if not to belong to us, at least to be entirely under French influence. And it isn't by a long way! M. Klobukowski has not got a beaten path to tread. It is not uncultivated soil but veritable virgin forests that he has to clear."

## ROYAL HONGKONG GOLF CLUB.

### QUARTERLY MEETING.

MACWEEN CUP, BOGEY CUP, AND POOL.  
The following cards were returned:—

#### MACWEEN CUP.

Mr. E. J. Grist ...	87	—	5	82
Mr. J. H. T. McMurtrie ...	81	+	2	83
Mr. T. S. Forrest ...	84	+	2	86
Mr. W. W. Clark ...	95	—	9	86
Hon. J. H. Stewart Lockhart	103	—	15	88

17 entries.

#### BOGEY CUP.

Mr. W. W. Clark receives 7 strokes 4 down				
Dep. Insp. Gen. Drew, R.N.,	11		6	
Mr. C. H. P. Hay	14		7	

16 entries.

#### POOL.

Mr. E. J. Grist ...	87	—	5	82
Capt. F. H. Henderson, R.N.	93	—	11	82
Mr. J. H. T. McMurtrie ...	81	+	2	83
Mr. T. S. Forrest ...	84	+	2	86
Mr. W. W. Clark ...	95	—	9	86
Mr. C. M. G. Burnie ...	89	—	1	88
Mr. C. H. P. Hay ...	106	—	13	88

20 entries.

## WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST JANUARY.

### LEVEL.

	1901.	1902.
	Below overflow.	Below overflow.
Tytam .....	14 ft. 2 in.	39 ft. 1½ in.
Pokfulam .....	4 ft. 10 in.	27 ft. 4 in.
Wongnaicheong	9 ft. 7 in.	32 ft. 0 in.

### STORAGE GALLONS.

	1901.	1902.
Tytam .....	275,260,000	131,170,000
Pokfulam .....	55,500,000	11,620,000
Wongnaicheong	10,160,000	3,190,000
Total ...	340,920,000	145,980,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF DECEMBER, 1901.

	1900.	1901.
Consumption ...	109,491,000	76,899,000 gallons
Estimated population ...	209,500	211,900
Consumption per head per day	16.8	11.7 gallons

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF DECEMBER.

	1900.	1901.
Consumption ...	9,953,000	9,787,000 gallons
Estimated population ...	28,800	53,700
Consumption per head per day	11.1	5.8 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,

Water Authority.

## THE RAILWAY RACE TO YUNNAN.

Replying to an address from the Chamber of Commerce at Rangoon last month, Lord Curzon said in the course of his speech:—

The second of the more ambitious projects to which I have referred is that of railway connection with Yunnan. For the last ten years I have had abundant opportunities of studying this question from every point of view, both in the India Office and in the Foreign Office at home, in China on two occasions as a traveller, and now in Upper Burma, where I have just made a journey on the line as far as Lashio. I think, further, that I have studied almost every report that has ever been made by European travellers or residents in Yunnan. The impressions, therefore, that I have formed, may be said to rest upon some appreciable foundation, though it is necessary here to condense them in a shape that may imperfectly represent the study upon which they are really based. My belief is that there has been a greater lack both of exact knowledge and of perspective in the treatment of this matter, and a looser rein given to the imagination, than in almost any subject of contemporaneous politics. Were a bonfire to be made to-morrow of the prolific



literature to which it has given birth, I do not think that anyone in the world would be the loser. The parts of Yunnan to which access could be gained by rail from the Northern Shan States are not those which it would be of any advantage to us to tap: the building of a railway through them to the upper waters of the Yangtze in Szechuen is, if not a physical impossibility, at any rate so speculative and so enormously costly an undertaking, that neither the Home Government, nor the Indian Government, nor any Company or Syndicate, could conceivably undertake it. The idea that if it were built the wealth of Szechuen would stream down a single metre-gauge line, many miles of which would have to scale the mountains by a rack, to Rangoon, while great arterial rivers flow through the heart of the province of Szechuen itself, which are quite competent to convey its trade to and from the sea, is one, as it seems to me, in the present stage of Central Asian evolution, almost of midsummer madness. Why we should even carry our present railway at the extra cost of considerably over half a million sterling to the Kunlon Ferry, across which the entire Chino-Burmese trade is successfully transported in two dug-outs, and amounts to less than 100 tons a year, is beyond my comprehension. For my own part, therefore, I cannot advise that in the pursuit of fanciful political ambitions we should use Indian money to spreadeagle our railways over foreign countries and remote continents: while all the time there is lying the most splendid and lucrative field of investment at our doors. There is a good deal to be done within range of our own perch, before we begin to flap our wings in distant firmament. I do not say that there are no political reasons which could justify such a venture. But such reasons, to be decisive, must be overwhelmingly strong; while their strength would be manifestly enhanced could they be reinforced by financial arguments, which in the present case are conspicuously lacking. For my own part, therefore, I would sooner see this flourishing country overspread with a network of lines, bringing waste lands under cultivation, increasing population, developing security, and expanding trade, than I would push out tentacles into the unknown. The Burma Railways Company already, after paying its full toll to Government, hands over to its shareholders a dividend of nearly 5 per cent., and this upon the whole of its lines, which include several hundreds of miles of railroad which at present do not pay their way. There are abundant projects in this country which would return a certain 10 per cent., if not more. Let us take some of them in hand, and link up the various parts of Burma itself, before we jump out into space without any clear idea of where we are going to land.

### PLAGUE AND SANITATION.

In view of the local interest in the question indicated by the above title, we reproduce in full a leading article by the last number to hand of the *Times of India*—

Though many of the conclusions arrived at by the Plague Commission have been before the public for some time, an important separate memorandum by the President, Professor Fraser, has not yet received the general attention it deserves. The subject of the memorandum is "The Influence of Insanitary Conditions upon the Extension and Virulence of Plague in India"; and in the course of it Professor Fraser disagrees with certain of the conclusions of the majority of his colleagues upon the Commission. Our purpose is to indicate briefly the views held by the President, and the reasons upon which he bases them. The whole purport of the memorandum is to emphasise the contention that conditions existing within dwellings should be carefully differentiated from the general conditions of any district; and that it is upon insanitary conditions within dwellings that the spread and virulence of plague depends. Professor Fraser holds, in short, that India can best grapple with plague by aiming at "a merely elementary reform in the conditions and immediate surroundings of dwelling-houses." His initial demonstration, by excerpts from the evidence of witnesses, that the urban and rural sanitation of the country is in an unsatisfactory condition, is unfortunately beyond controversy. But he only accords discriminating acceptance

to the late Surgeon-General Harvey's dictum that plague is "a disease of filth, a disease of dirt, and a disease of poverty." He maintains that a distinction must be drawn between the effects of sewage and pollution in open ground in residential neighbourhoods, and insanitary conditions inside dwellings. The scavengers of Bombay, for instance, though working amid filth, were very little affected. After Poona had been made "cleaner than it had ever been in the memory of living man," it suffered its worst visitation of plague. From these and many similar facts, Professor Fraser finds himself in agreement with Colonel Weir's assertion that "the view of associating this disease with dirt in the sense of refuse is utterly wrong." He holds that plague is chiefly propagated by insufficient ventilation and light, overcrowding, dampness, a polluted atmosphere, and, to a less extent, uncleanness, within houses. It was to these causes, he argues, that the cases occurring among certain classes of rich natives were chiefly due. They occurred in big houses badly ventilated. Conversely, the remarkable immunity among Europeans is ascribed by him to the good ventilation of their dwellings; while the mortality among their servants arose from the miserable quarters in which they were housed. The immunity in evacuation camps was due to good ventilation; and where evacuation camps failed they were generally overcrowded and badly ventilated. Unpolluted air and sunlight saved the dwellers in most camps. To the same reasons the singular freedom from attack noticed among attendants in plague hospitals is ascribed.

An interesting portion of the memorandum deals with the supposed connection between the incidence of plague and the conditions of climate and the geological character of the soil. Professor Griesbach disposed of the geological aspect of the question by pointing out that plague occurs "practically in all soils," and "that the disease is primarily a soil disease is certainly borne out neither by experiment nor observation." Into the technical discussion upon plague in its relation to variations of climate, in which the views of Professor Moos of Bombay, Dr. Buchan, F.R.S., and Professor Hunter Stewart, are set forth, we have not space to enter. It may be said generally that their opinions lead Professor Fraser to the conclusion that the variations in climatic conditions encountered in India have only a slight effect; but, in so far as that effect is operative, its influence is prejudicial in the interior and not the exterior of dwellings. Plague, therefore, may be said to be practically independent of climate; and in places where its bacillus could not exist long on the surface or a little below the surface of the ground in the open air, it survives mainly amid the protective conditions of defective dwellings. Among these, filth can only be accepted as a subsidiary causative condition. Overcrowding is an operative cause, because it increases the vitiation of the atmosphere within houses. This, by the way, is one of the points upon which Professor Fraser is at variance with his colleagues. He considers that overcrowding mainly conduces to the spread of plague, because it accentuates the conditions produced by defective ventilation: and he holds that the fact that the persons brought together are within the range of infection is of secondary importance. His colleagues disagree with him, because "plague may occur in houses whose atmosphere is quite untainted"; but the examples they quote in support of their view are analysed and rebutted by him. We cannot examine in detail the discussion by Professor Fraser of the conditions within dwellings, which in his belief increase the extension and virulence of plague. It may be noted, however, that he lays great stress upon the required moisture and warmth provided in unventilated rooms; that he urges that earth and cow-dung floors increase the vitality and virulence of plague bacilli; that he points out that insufficiently lighted and ventilated dwellings so affect individuals as to increase their susceptibility to plague, and that the influence of insufficient sunlight operates in the same direction. These are contentions that are not likely to be disputed. In recapitulating his arguments Professor Fraser admits the gravely important share in propagating plague contributed by rats; but he insists that the preponderating

factor in the extension of the disease, and even its fatality, is the vitiation of air in dwellings.

It is upon these premisses that Professor Fraser bases his main thesis, which is that sanitary improvement of dwellings would render the suppression of plague possible by practicable and relatively simple measures. He does not go so far as to say that the removal of air pollution and other fostering agencies from dwelling-houses would entirely eradicate plague. That would be an untenable proposition if applied to an infectious disease, produced by a specific micro-organism; and there is also the ubiquitous rat to be reckoned with. But he maintains that if these fundamental and predominating causes of extension were removed, other necessary measures could be so far applied that the suppression of a widespread epidemic would no longer be an almost hopeless task. The minimal sanitary requirements for dwellings are that each room should be provided with a window for the admission of air and daylight; and that each house and its immediate surroundings should be kept reasonably free from all causes of air-pollution. Less urgent measures are the discontinuance of the practice of stalling cattle in dwelling-houses, and the abandonment of the application of cow-dung to floors and interior walls. These are not impossible ideals. They are less difficult, for instance, than the improvement in water supply necessary for lessening cholera. "Pure air, the chief requirement for the extinction and prevention of plague, is," observes Professor Fraser, "everywhere obtainable." Much sanitary reform has been effected since plague first visited India; but there has been a noticeable absence of any general effort to improve the permanent ventilation of dwelling-houses, probably because financial difficulties and the opposition of the people were feared. Professor Fraser is not inclined to rate the financial difficulties too highly. He urges, moreover, that some of the money now spent upon such palliatives as disinfection and the removal of filth might be more profitably devoted to the essential measures to which he pins his opposition of the people; for he regards as noteworthy the remark of the witness who told the Commission that the chief cause of the prevailing absence of windows and other permanent openings in houses is that "the people did not understand its importance before, and no one took any interest in it. His hope is that when the native population more fully realise the importance of air and daylight as preventives of plague, they will facilitate the improvement he considers so desirable. And until these reforms are carried out, plague will probably remain with us. To the vague hope that it will some day disappear "of its own accord" he declines to subscribe. When plague epidemics have completely died out in past centuries in particular areas, the present facilities for inter-communication did not exist. Our modern environment has increased the penalty exacted from us for our insanitation. It is apparently vain to hope that plague will "die away," except as a result of wise and prudent measures of prevention.

### HONGKONG.

The police report that cargo-boat No. 301 sank in the Harbour close to the shore opposite Teung Man Lane, drowning one of the *jokis*, who was asleep in the cabin.

During the last quarter two samples of milk and two of beer have been examined under the Sale of Food and Drugs Ordinance. One of the former was found to be adulterated.

The China Merchants' steamer *Fushun*, which was recently gutted by fire at Canton, after undergoing repairs at Kowloon Pocks, left the Harbour under her own steam for the North. As we have already intimated, the steamer is to be used by the company as a store-hulk.

Mr. H. H. J. Gompertz has been appointed President on the Land Court in succession to Mr. H. E. Pollock, K.C., and Mr. H. L. Denny has been appointed a member of the Court. Mr. E. A. Irving has been appointed a member of the Governing Body of Queen's College vice Sir J. W. Carrington, C.M.G., resigned.



The Dallas Co. is expected to arrive in Hongkong about the 29th inst. from Singapore.

On the 12th inst., a Chinese bricklayer fell a distance of sixty feet from a building in course of erection in Kennedy Road, and was instantly killed.

The Colony showed a clean bill of health as far as communicable diseases were concerned last week. One (Asiatic) case of plague is reported this week.

The following have been appointed temporary Inspectors of Nuisances:—Messrs. A. H. Baillie, S. C. Butler, W. F. Cullen, A. Gregory, A. Levy, H. J. Ross, J. Turner.

The Hongkong Chess Club has sent a challenge to the Singapore Chess Club to play a match by cable. From the Hon. Treasurer's accounts, just published, we note that the Club now has a balance of over \$74.

Leung Sui, master of the steam launch *Choy Po*, reports that when towing cargo-boat No. 192, a lighter that was being towed by the Naval Yard steam launch No. 28 collided with and damaged the cargo-boat to the extent of \$60. No one was injured.

Two collisions in the Harbour were reported by the police on the 13th inst. Passenger-boat No. 2,574 was leaving the Canton steamer wharf when it ran into the steam-launch *Kung Ying* and was damaged to the extent of \$200. The second collision was between the steam-launches *Lee Cheung* and *Puk Sing*, and occurred in the Futamui Pass, the former launch sustaining damage estimated at \$160.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during December, 1901, are certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 3,023,497	\$ 1,600,000
Hongkong and Shanghai Banking Corporation	8,460,402	5,000,000
National Bank of China, Limited	444,296	150,000
Total	\$11,933,195	\$ 6,750,000

The bicycle-thief has made his appearance in the Colony, and it behoves owners of machines to be watchful of their property. Mr. H. A. Seth, an employee of Mr. A. H. Rennie, reported to the police that his bicycle had been stolen from the first floor of the Victoria Hotel outside his office. As the result of investigations made by Sergeant Murison, it was recovered in a pawnshop, having been pawned by a man who bought it for \$4 from Chan Kan, accountant, 102, Queen's Road West. Chan Kan is now in custody on a charge of stealing the bicycle and will be brought up at the Police Court to-day.

A very enjoyable entertainment was given on the 11th inst. under the auspices of the Royal Engineer Variety Club in the R. E. Theatre. The house was crowded to the doors, the large attendance being due to the excellence of the programme which had been arranged and to the fact that Staff-Sergeant H. Ward, R.A.M.C., and Sergeant G. Simmers, R.E., were appearing for the last time in the Colony. Sergeant Simmers sang "The Storm Fiend" and "The Scout" in his customary pleasing manner and had a hearty encore. Staff-Sergeant Simmers also got a flattering reception in his character songs, "Story of a Tin-tack" and "There's a shelter for all who like to come," he, too, had to respond to a cordial recall. The hit of the evening was made by Miss Emmie Smith in her coon songs, which she sang in a charming manner. So well pleased were the audience with her "turns" that they twice encored her and indeed would hardly permit her to leave the platform. Armoury Sergeant F. Viggers, A.O.C., was as usual very successful in his various appearances and sustained his reputation as one of the best character impersonators in the Colony. His patter in "I'm throwing myself away" was genuinely comic and was greatly enjoyed. Mr. J. Oxberry gave two songs, one of them "The Angelus," and showed himself to be possessed of a tenor voice of fine quality and high pitch, which, however, is not too well trained. Other artistes were Corporal Martin, R.M.L.I., Pte. Burgess, A.O.C., Mr. G. Whittick, and Sapper W. Dockree, R.E. The managerial duties were discharged by Sergeant J. J. Conway, R.E., and the secretarial by Sergeant H. J. A. McCafferty, R.E.

The total amount of the collection for the Jose Rizal Monument in the Philippines up to the 4th January was \$3896.37.

The visitors to the City Hall Library and Museum last week were 294 non-Chinese and 153 Chinese to the former, and 91 non-Chinese and 1,724 Chinese to the latter institution.

The fire which broke out on 17th November at West Point, and destroyed the godowns 54) and 542, Des Vaux Road, has continued to smoulder until within a day or two ago, but is now believed to have been finally extinguished. This desired end was accomplished by means of a floater, which threw hundreds of tons of water upon the ruins.

Another confiding Chinese woman who thought she was coming in for some money was bewailing her misfortune at the Central Police Station on the 14th inst. She had been fleeced of all her jewelry by "confidence" men who gave her in exchange for the articles a packet supposed to contain bank notes, asking the simple one to take care of it until they called to reclaim their property. On opening the packet the woman found nothing but brown paper inside.

The ceremony of awarding the China Squadron Heavy Gun Challenge Trophy to the ship's company of H.M.S. *Terrible* took place on the 12th inst. Mrs. Scott gracefully presented the Trophy and it was formally accepted, on behalf of the ship's company, by Gunner W. Mathers, the senior warrant officer. Captain Percy Scott in the course of a few remarks, complimented the men upon their success and expressed the hope that in any future competitions in which they might take part they would take a similarly high place.

The new No. 7 police station in Queen's Road West is nearing completion, and in something like two months Inspector Baker and his staff should be able to leave their present makeshift establishment on the Praya to take up residence in their new quarters. The West Point fire brigade will be housed on the lower floor. There does not seem to be any intention on the part of the authorities to provide an engine for fire extinction purposes in this district; at any rate there has been no provision made for such a thing in the new building: the entrance to the brigade station is not high enough to permit an engine to get through. There can be no doubt either that a fully equipped fire brigade is required for this densely-built area.

About eighty men, all well mustered at the Volunteer Headquarters at three o'clock, on the 11th inst., and, under Major Chapman, had an hour's march west, where a sham fight took place amongst the hills. No blank ammunition had been served out, but the attacking and defending parties, after having taken cover, "potted" each other with remarkable energy. The result of the fight was uncertain, but the men fell in on the "cease fire" with a gratifying sense of having done their best for their respective sides against opponents who required to be fatally shot a dozen times before they were at last put out of action. The return march was by way of Queen's Road, and near the Hongkong and Shanghai Bank an unfortunate incident occurred. To the strains of "What ho, she bumps!" the company was marching along when a pony driven by Mr. Chater became restive, and ultimately "bumped" so effectually, despite the presence of the mafos at its head, as to overturn one or two rickshas and trample out of shape a bicycle that had been hurriedly discarded by the owner when he saw the frightened pony rear at uncomfortably close quarters. Before dismissing the parade, Major Chapman announced that there will be a church parade on Sunday next, 19th inst., at which H.E. the Officer Commanding the Troops has intimated his intention to be present. On the following Saturday, 25th inst., a parade, as strong as possible, will be held. Sergeant Gosnald, R.A., one of the most popular instructors of the Corps, leaves for England probably this week, after five-and-a-half years' service on the station.

The French cruiser *Chasseloup Laubat* arrived on the 12th inst. from Kwanchawan.

The German gunboat *Ilitis* left on the 13th inst. for Canton.

H.M.S. *Amphitrite* left for home on the 15th inst. H.M.S. *Plover* arrived from Canton on the 15th inst., and the Russian cruiser *Vladimir Monomach* left for Singapore.

## MISCELLANEOUS.

Mr. J. H. Brooke, proprietor and editor of the *Japan Herald*, for thirty-three years a journalist in Yokohama, died there on the 8th inst.

The Naval Office in Berlin is preparing a memorial about the colony of Kiaochau which will especially deal with the railway question and its future.

The Russian warships *Admiral Korniloff* (with Rear-Admiral Tshonkhnine on board), *Sissoi Veliky*, and *Navarin* have been paying a social call at Manila.

Sir James L. Mackay, British Plenipotentiary, had his first interview at Shanghai on the 6th inst. with H.E. Sheng Kung-pao, the Chinese Tariff Commissioner.

Mr. James S. Fearon, head of the firm of Fearon, Daniel & Co., at Shanghai, has been appointed by the U. S. Government its delegate to the Foreign Commission of the Chinese Indemnity.

At King Edward's request, the British Ambassador at Paris, accompanied by his Secretaries in uniform, called upon Marquis Ito at the Japanese Legation and ceremoniously invested him with the Grand Cross of the Bath.

A big arsenal has been unearthed by the U.S. troops at Ormoc in the "peaceful" island of Leyte, as the *Manila Times* derisively calls it. The natives naturally expressed perfect ignorance of its buried presence.

The arrival of the Emperor and the Dowager Empress in Peking, an *Ostasiatische Lloyd* telegram says, was very difficult owing to a heavy dust-storm, but no other incident occurred. The Dowager Empress was much satisfied with the railway trip.

The proposed project of establishing a military prison at Grande Island, Subig Bay, has been abandoned by the U. S. military authorities in the Philippines, and a prison will be established at some point more accessible to the disturbed districts of Laguna and Batangas. It will in all probability be located on one of the islands in the Laguna de Bay.

It is announced from French sources that M. Devolder, formerly Minister of Justice, Director of the Société Générale, has embarked for America, where he proposes to treat for the repurchase of the American railways in China, and for divers industrial affairs to be created in the Celestial Empire. M. Devolder, it is said, intends also to come on to China.

It is reported from Chinan that with the withdrawal of H.E. Yuan Shikai from Hantung, the gentry and notables of that province, at one time so eager for reform, appear at present to be withdrawing into their shells again. The engagement of missionaries as teachers for the new schools of Western learning, the *N.-C. Daily News* says, seems to be viewed with much suspicion by these gentry, who refuse to send their sons, on the ground that the schools are simply religious institutions, only under another name.

The Shanghai native paper *Tung Wen Hu Pao* points out that the recent missionary trouble in Pinglo, Kansu, has produced a series of remarkable edicts. The Court is evidently anxious lest this should be but the beginning of a widely extended movement, fraught with disastrous consequences to the dynasty and the Empire. It is more especially unlucky because of the inopportune time, when the Court is drawing near Peking. The matter of missionary troubles seems destined to be forever a thorn in the side of the Chinese government. The *Tung Wen Hu Pao* fears that, be they ever so anxious to protect the church, they cannot always succeed. The missionaries are often in out-of-the-way places. The country is large and very populous. Among so many people, the ignorant and bigoted cannot be few. Hence, though in most cases the official can protect, and if he fails he only pleads inability as an excuse, yet the new clause in the Treaty is going to bear very hardly upon the officials. The missionaries, Roman and others, in Chihli and Shansi, have done what they can to prevent trouble by their proclamations to their converts whom they counsel to be patient and yielding. If on the one hand the converts observe these orders and on the other the officials and people observe the treaties, then probably we could see the end of missionary troubles.



It is reported from Foochow that the mint in that city has hitherto only produced subsidiary silver coins, but that, as the demand for the silver dollar is at present very great, Viceroy Hui Yinghui has ordered that arrangements be made to cast dollars also.

We understand that the local branch of the Bank of China and Japan is under orders from the directors to be closed on the 31st instant. The Shanghai and Singapore Banks closed on the 31st December, so that on the 31st instant the Bank ceases and liquidates voluntarily.

The Japanese battleship *Mikasa*, which was launched at the works of Messrs. Vickers, Sons, and Maxim at Barrow-in-Furness just over a year ago, and should now be on her way to Japan, in outward appearance very much resembles the most modern vessels of her class in the British Navy, but she is 20 tons heavier in displacement than the battleship of the *London* type. The secondary armament of 6 in. guns with which the *Mikasa* is provided, instead of being mounted in separate casemates, is disposed as follows:—Ten of these guns are enclosed in a central battery casemated on the main deck of the vessel, a 2 in. armoured steel screen being fitted between and behind these guns, this screen serving the purpose of dividing the whole battery into so many contiguous casemates. There are also four other 6 in. guns, which are mounted one at each corner of the superstructure of the vessel. At present no modern British battleship has an armoured central battery for the accommodation of her secondary armament, such as that provided in the *Mikasa*, but a similar arrangement has been decided upon for the three new battleships of the *King Edward VII.* class, about to be laid down. Till they are turned out the *Mikasa* will be about the finest type of battleship afloat. She is the last of the six first-class battleships ordered by Japan in Great Britain under the post-bellum programme, and with her delivery the scheme is practically complete.

## COMMERCIAL.

### SILK.

CANTON, 4th January.—Re-reels.—No. business is reported in this class of Silk. Filatures.—Business having been interrupted by the holidays, the market has ruled very quiet during the fortnight under review, only 500 bales having changed hands. Prices have strengthened on the whole line under the influence of the paucity of ready stock. Moreover, a good part of the dealers have sold ahead their whole production of the next four to six weeks. This accounts for high prices asked, and partially obtained by the few holders of ready 5th and 6th crop cargo. Short-reels.—Are very quiet, only few parcels being on offer. Waste.—The high prices asked by speculative holders have checked business during the first part of the fortnight. But lately, slight concessions being obtainable, some transactions took place in unopened Steam Waste. The prices of opened Waste are still relatively high owing to the scarcity of native labour.

### CAMPBOR.

HONGKONG, 17th January.—No arrivals.

### SUGAR.

HONGKONG, 17th January.—The weakness continues, and the prices are further declining. Quotations are:—  
Shekloong, No. 1, White.....\$8.50 to \$8.55 per cwt.  
do. " 2, White..... 7.55 to 7.60 "  
Shekloong, No. 1, Brown ... 5.90 to 5.95 "  
do. " 2, Brown ... 5.75 to 5.85 "  
Swatow, No. 1, White..... 8.38 to 8.82 "  
do. " 1, White..... 7.40 to 7.45 "  
Swatow, No. 1, Brown ... 5.80 to 5.85 "  
do. " 2, Brown ... 5.65 to 5.70 "  
Foochow Sugar Candy.....12.10 to 12.55 "  
Shekloong " .....10.15 to 10.30 "

### RICE.

HONGKONG, 17th January.—The position of the market is nearly the same as when last reported. Quotations are:—  
Saigon, Ordinary.....\$2.65 to 2.70  
" Round, Good quality ..... 3.12 to 3.88  
" Long ..... 4.00 to 4.05  
Siam, Field mill cleaned, No. 2 ..... 2.90 to 2.95  
" Garden, " No. 1 ..... 3.33 to 3.37  
" White..... 3.85 to 3.90  
" Fine Cargo ..... 4.15 to 4.20

### OPIUM.

HONGKONG, 17th January.—Malwa.—Smalleales were effected—New at \$900/10, Old at \$920/30.  
Bengal.—A quiet market prevailed and rates have further dropped. New Patna \$910 and New Benares \$907½. A few chests of Old Patna changed hands at \$920.  
Persian.—Best drug is quoted at \$620.

#### Stock.

Patna.....	3,189
Benares.....	363
Malwa.....	402
Persian.....	3,483½

### COTTON.

HONGKONG, 17th January.—With a drop of ½ to \$1, market closes steady. Stock, about 2,000 bales.

Bombay, .....	21.00 to 22.00 piculs
Bengal (New), Rangoon, ) and Dacca, .....	22.00 to 22.50 "
Shanghai and Japanese, .....	29.00 to 29.50 "
Tungchow and Ningpo, .....	29.00 to 29.50 "
Sale: .....	200 bales.

### YARN.

Mr. P. Eduljee says in his Report, dated Hongkong, 17th January:—Business has continued satisfactory throughout the past fortnight, and settlements, both for prompt and future delivery, have been on a comparatively larger scale. Prices of Tens have barely maintained their position, but for the higher counts a further advance of 50 cents to a dollar and a half per bale has been established. At the close there is further enquiry for good to best spinings, but shortness of supplies is affecting business. The off-takes have again overtaken the supplies, our stocks showing another heavy decrease. The market closes strong and tending upwards.

The Local Manufacture is now beginning to advance with rapid strides, and over two thousand bales have been contracted for more or less long deliveries on the basis of previous sales, say \$91 to \$91½ for No. 10s., and \$91 to \$94½ for No. 12s.

Japanese Yarn continues quiet and nothing doing.

Raw Cotton:—Business in Indian descriptions has been very quiet during the interval. Prices have given way from \$½ to \$1½ per picul under pressure of hasty sales. Among exporters the enquiry was of a trivial character, while the local markets have unexpectedly become dull and sluggish, and with the quieter feeling sellers are considerably easier in their rates and more disposed to meet any demand. Sales reported are 1,000 bales Bengal at from \$20 to \$22½, leaving a stock of about 3,000 bales on the market. There has been nothing doing in China Cotton. Quotations are \$18 to \$3 Indian and \$28 to \$30 for China.

Exchange on India has again receded and closes weak to-day at Rs. 137 for T T and Rs. 137½ for Post. On Shanghai 73½ and on Yokohama 10½ per cent. discount.

The undernoted business in imported and local spinings, during the week ending 7th instant, is reported from Shanghai, viz.:—

Indian:—Total sales 6,775 bales, comprising 30 bales of No. 6s., 985 bales of No. 10s., 250 bales No. 12s., 1,750 bales No. 16s., and 3,160 bales No. 20s., prices showing an advance of half to one Tael and market closing strong. The unsold stock was estimated at 30,000 bales.

Japanese:—A fair demand continued at steady prices and sales of about 700 bales are reported say Tls. 84½ to 87 for No. 16s., and Tls. 85 to 87½ for No. 20s.

Local:—A moderate enquiry had been experienced and sales of about 2,500 bales are reported on the basis of Tls. 78½ for No. 10s., Tls. 80½ for No. 12s., Tls. 82 to 83 for No. 14s., and Tls. 84½ to 85 for 16s., market closing firm.

### COALS.

HONGKONG, 17th January.—Only small business in Japanese is reported at old prices.

Cardiff.....	\$18.50 to 19.00, ship, nominal
Australian \$11.00 nominal	
Yubari Lump .....	\$12.00 to 12.50 ex godown, nominal
Miki Lump.....	\$ 0.00 ex ship, nominal
Moji Lump.....	\$7.00 to \$9.50 ex ship, quiet
Hongay double ) screened .....	10.50 ex godown
Hongay Lump.....	8.50 ex ship
Hongay Dust.....	6.00 "
Briquettes .....	16.00 "

### MISCELLANEOUS IMPORTS.

HONGKONG, 17th January.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS.—*Bombay Yarn*: 50 bales No. 6 at \$77, 1,700 bales No. 10 at \$86 to \$91.50, 1,200 bales No. 12 at \$91 to \$95.50, 350 bales No. 16 at \$99 to \$107, 1,350 bales No. 20 at \$101.50 to \$115. *Gray Shirtings*: 1,800 pieces 8½ lbs. 3 Dogs at \$3.77½, 600 pieces 8½ lbs. Blue Joss (1) at \$3.55. *White Shirtings*: 500 pieces Blue Ship at \$5, 100 pieces Blue Ship at \$5.05, 500 pieces Blue Ship at \$5.05, T. Cloth: 1,125 pieces 7 lbs. Horse Mane at \$2.25, 600 pieces 8 lbs. C. C. at \$3.55, 375 pieces 7 lbs. Shoemaker at \$2.80.

METAL.—*Steel Rod*: 2,000 bundles at \$4.85 to arrive. *Round, Square, and Flat Iron*: 1,880 piculs at \$4.25. *Square, Round, Rod Iron*: 2,000 bundles at \$4.60 to arrive.

#### per bale

Bombay—Nos. 10 to 20s.....	\$77.00 to \$119.00
English—Nos. 16 to 24.....	114.00 to 120.00
" 22 to 24.....	120.00 to 128.00
" 28 to 32.....	136.00 to 142.00
" 38 to 42.....	155.00 to 170.00

#### COTTON PIECE GOODS—

#### per piece.

Grey Shirtings—6 lbs. ....	2.10 to 2.20
7 lbs. ....	2.25 to 2.50
8 ½ lbs. ....	2.90 to 3.55
9 to 10 lbs. ....	3.70 to 4.60
White Shirtings—54 to 56 rd. ....	2.40 to 2.70
58 to 60 " ....	3.15 to 4.10
64 to 66 " ....	4.50 to 4.90
Fine.....	5.25 to 7.80
Book-folds .....	4.25 to 6.25
Victorian Lawns—12 yards.....	0.73 to 1.25
T-Cloths—6lbs. (32 in.), Ord'y. ....	1.70 to 1.95
7lbs. (32 " ), " ....	2.00 to 2.30
6lbs. (32 " ), Mexs. ....	1.95 to 2.15
7lbs. (32 " ), " ....	2.80 to 3.30
8 to 8 ½ oz., (36 in.) ....	3.00 to 3.55
Drills, English—40 yds., 12½ to 14 lbs. ....	4.00 to 6.75

#### FANCY COTTONS—

Turkey Red Shirtings—1½ to 8 lbs. ....	1.50 to 5.00
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#### Brocades—Dyed.....

#### per yard

Chintzes—Assorted .....	— to —
Velvets—Black, 22 in. ....	0.22 to 0.50
Velveteens—18 in. ....	0.21 to 0.26

#### per dozen

Handkerchiefs—Imitation Silk .....	— to —
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#### WOOLLENS—

#### per yard

Spanish Stripes—Sundry chops. ....	0.62½ to 1.70
Habit, Med., and Broad Cloths .....	1.25 to 3.00

#### per piece

Long Ells—Scarlet, 7-10 lbs. ....	6.35 to 8.10
Assorted.....	6.45 to 8.20
Camlets—Assorted.....	12.00 to 30.75
Lastings—30 yds., 31 inches (Assorted) .....	11.00 to 17.00

#### Orleans—Plain .....

#### per pair

Blankets—8 to 12 lbs. ....	2.50 to 4.00
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#### METALS—

#### per picul

Iron—Nail Rod .....	4.25 to —
Square, Flat Round Bar (Eng. ....	4.30 to —
Swedish Bar .....	6.40 to —
Small Round Rod .....	4.75 to —
Hoop ½ to 1½ in. ....	5.25 to —
Wire 15/25 .....	8.75 to —
Old Wire Rope .....	2.50 to —
Pig Non.....	35.50 to 36.50
Lead, L. B. & Co. and Hole Chop .....	7.60 to —
Australian .....	7.50 to —
Yellow Metal—Muntz 14/20 oz. ....	39.50 to —
Vivian's 14/20 oz. ....	39.00 to —
Elliot's 14/20 oz. ....	39.00 to —
Composition Nails.....	62.00 to —
Japan Copper, Slabs.....	41.50 to —
Tin.....	67.50 to —

#### per box.

Tin-Plates .....	7.50 to —
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#### per cwt. case

Steel ½ to ¾ .....	5.80 to —
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#### SUNDRIES—

#### per picul

Quicksilver .....	167.00 to —
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#### per box.

Window Glass .....	6.30 to —
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#### per 10-gal. case

Kerosene Oil.....	2.27 to —
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## VESSELS ON THE BERTH.

FOR LONDON.—Bengal (str.), Malacca (str.), Peleus (str.), Glenshiel (str.), Sado Maru (str.), Stentor (str.), Ajax (str.), Idomeneus (str.), Ulysses (str.), Antenor (str.).  
 FOR LIVERPOOL.—Tantalus (str.), Patroclus (str.), Tydeus (str.).  
 FOR MARSEILLES.—Caledonien (str.), Sado Maru (str.).  
 FOR BREMEN.—Prinz Heinrich (str.), Ambria (str.), Sambla (str.).  
 FOR HAVRE AND HAMBURG.—Ambria (str.), Königsberg (str.), Sambla (str.), C. Ferd. Laeisz (str.), Andalusia (str.).  
 FOR VICTORIA, B.C.—Glenogle (str.).  
 FOR VANCOUVER.—Empress of India (str.), Tartar (str.).  
 FOR NEW YORK.—Afridi (str.), Indrani (str.).  
 FOR PORTLAND (Or.).—Indrapura (str.).  
 FOR AUSTRALIAN PORTS.—Australian (str.), Chingty (str.), Yawata Maru (str.).  
 FOR BOMBAY, VIA SINGAPORE AND COLOMBO.—Hiroshima Maru (str.).

## SHARE REPORT.

HONGKONG, 17th January.—The business of the past week has been confined to a few of the principal stocks, which have in some cases improved their position, but the general tone is one of dullness with a tendency towards weaker rates.

BANKS.—Hongkong and Shanghai have declined to \$629½ sellers. The London rate remains at £65. Nationals and Bank of China are unchanged.

MARINE INSURANCES.—Unions are quiet at \$342½ with probable buyers. China Traders are in demand at \$54, and North Chinas at \$185. Yangtszes have probable buyers at \$130. Cantons are quiet at \$155.

FIRE INSURANCES.—Hongkongs have sold and are steady at \$370. China Fires can be obtained at \$90.

SHIPPING.—Hongkong, Canton and Macao have sold at \$37½ and \$37¼ and more shares can be had at the higher rate. Indo-Chinas are in demand at \$138. China Manilas have further declined to \$53 with sellers. Douglas's continue on offer at \$46. Shell Transports have receded to £2. 5s. 0d. sellers. Star Ferries and China Manilas are unchanged, and without business.

REFINERIES.—China Sugars continue on offer at \$149 without finding buyers. Luzons are wanted at \$26.

MINING.—The only change to report is in Charbonnages, which have advanced to \$510 sales, and further buyers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have weakened to \$285 sellers. Hongkong and Kowloon Wharves are in some request at \$94. New Amoy Docks are quieter at \$30.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are lower again at \$192 with sales and some sellers. Kowloon Lands and West Points are obtainable at quotations. Hongkong Hotels are slightly lower at \$137, with a few sellers. Humphreys Estates after sales at \$14½ and \$14 are still obtainable at the lower rate.

COTTON MILLS.—Ewos have been sold in the North at Tls. 45. The other Northern stocks are unchanged and without business. Hongkong Cottons continue in request at \$14.

MISCELLANEOUS.—Green Island Cements continue neglected, and can probably be obtained at \$21. China Borneos are in the market at \$38. Watsons have sold and are wanted at \$15. Electrics can be placed at \$13½ and \$6½ for the old and new issues respectively. Ropes are quiet at \$175. Fenwicks are offering at \$52. Ices are quiet at \$195. Tramways continue in request at \$305. Steam Water Boats are obtainable at \$8. China Providents have been placed at \$9.2 ex the dividend of 80 cents per share paid on the 16th instant. Tobacco Trusts can be obtained at \$52.

MEMOS.—Universal Trading Co., Ltd., advertises an interim dividend at the rate of 12 per cent. per annum for the half year ending December 31st, 1901, payable at the office of the Company on and after the 21st instant. Hongkong Land Investment and Agency Co., Ltd., and West Point Building Co., Ltd., ordinary yearly meeting on the 23rd instant. Humphreys Estate and Finance Co., Ltd., ordinary yearly meeting on the 27th instant; transfer

books closed from the 24th to 31st instant. Hongkong, Canton and Macao Steamboat Company, Limited, ordinary half-yearly meeting of shareholders on the 4th February; transfer books closed from the 22nd instant to 4th February.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	(\$627½, sellers £100, £65.
China & Japan, ordy.	£4	£1.
Do. deferred	£1	nominal.
Natl. Bank of China		
A. Shares	£8	\$27, buyers
B. Shares	£8	\$27, buyers
Foun. Shares	£1	\$10, sellers
Bell's Asbestos E. A.	£1	\$1.
Campbell, Moore & Co.	\$10	\$21, buyers
China-Borneo Co., Ltd.	\$15	\$38, sellers
China Light & Power Co., Ltd.	\$20	\$20.
China Prov. L. & M.	\$10	\$9.2½, ex div., sales
China Sugar	\$100	\$149, sellers
Cigar Companies—		
Alhambra Limited	\$500	\$500, nominal.
Philippine Tobacco Invest. Co., Ltd.	\$50	\$52.
Cotton Mills—		
Ewo	Tls. 100	Tls. 45.
International	Tls. 100	Tls. 30.
Laou Kung Mow	Tls. 100	Tls. 50.
Soychee	Tls. 500	Tls. 150.
Hongkong	\$100	\$14, buyers
Dairy Farm	\$8	\$11.
Fenwick & Co., Geo.	\$25	\$52, sellers
Green Island Cement	\$10	\$21½, sellers
H. & C. Bakery	\$50	\$50.
Hongkong & C. Gas	£10	\$140, buyers
Hongkong Electric	\$10	\$134, buyers
H. H. L. Tramways	\$5	\$8½, buyers
Hk. Steam Water boat Co., Ltd.	\$100	\$305, buyers
Hongkong Hotel	\$50	\$137, sellers
Hongkong Ice	\$25	\$195.
H. & K. Wharf & G.	\$50	\$94, buyers
Hongkong Rope	\$50	\$175.
H. & W. Dock	\$50	\$285, sellers
Insurance—		
Canton	\$50	\$155.
China Fire	\$20	\$90, sales & sellers
China Traders'	\$25	\$54, buyers
Hongkong Fire	\$50	\$370.
North China	£25	Tls. 185, buyers
Straits	\$20	nominal.
Union	\$50	\$342½.
Yangtsze	\$60	\$130.
Land and Building—		
Hongkong Land Inv.	\$100	\$192, sales & sellers
Humphreys Estate	\$10	\$14, sales & sellers
Kowloon Land & B.	\$30	\$33.
West Point Building	\$50	\$65, sellers
Luzon Sugar	\$100	\$26, buyers
Manila Invest. Co., Ltd.	\$50	45, sellers
Mining—		
Charbonnages	Fes. 250	\$510, buyers
Jebeu	\$5	\$44, sellers
Queen's Mines, Ltd.	25c.	4 cents.
Olivers Mines, A.	\$5	nominal.
Do. B.	\$4½	nominal.
Punjom	\$10	\$5, sellers
Do. Preference	\$1	\$14, sellers
Raub	18	\$9, sellers
New Amoy Dock	\$63	\$30.
Oriente Hotel, Manila	\$50	\$56.
Powell, Ltd.	\$10	\$9.
Robinson Piano Co., Ltd.	\$50	\$50, nominal
Steamship Coys.—		
China and Manila	\$50	\$58, sellers
China Mutual Pref.	£10	£10.
Do. Ordinary	£7.10	£7.10s.
Do. Bonus	£5	£5.
Douglas Steamship	\$50	\$46, sellers
Il., Canton and M.	\$15	\$374, buyers
Indo-China S. N.	£10	\$138, buyers
Shel Transport and Trading Co.	£1	£2. 5s., sellers
Star Ferry	\$10	(\$21, sellers \$9, sellers)
Tebrau Planting Co.	\$5	\$1.
United Abestos	\$4	\$10.
Do	\$10	\$10.
Universal Trading Co., Ltd.	\$5	\$20½, buyers
Watkins, Ltd.	\$10	\$10, sales
Watson & Co., A. S.	\$10	\$15, sales & buyers

VERNON & SMYTH, Brokers.

SHANGHAI, 8th January (from Messrs. J. P. Bisset & Co.'s Report). BANKS.—Hongkong and Shanghai Banking Corporation. A local sale is reported at \$622.50. INSURANCE.—Marine. Nothing doing. Yangtszes are wanted. Fire. Stocks are quiet. SHIPPING.—Indo-China S. N. Co. Shares were placed for cash and 31st inst. at Tls. 103. Local settlements were made at Tls. 109 for June and from Hongkong at \$141. Shell Transport and China Mutual shares are offering. MINING.—Chinese Engineering and Mining shares changed hands at Tls. 9.75 cash and are offering. Settlements were made at Tls. 9.60, \$20.00 and 10.10 for March, 10.25 April and 9.90 June. DOCKS, WHARVES AND GODOWNS.—S. C. Farnham, Boyd and Co., Ltd. Cash sales are reported at Tls. 260 and 262.50, the market closing firm at latter rate. Settlements were made for 31st inst. at 262.50, 265, February 265, 267.50, March 267.50, 268.75, 270, April 272.50, May 275, June 275, 277.50, 280, 277.50, July 280. Shanghai and Hongkew Wharf shares were placed at Tls. 300 cash. LANDS.—Shanghai could not be brought out under Tls. 105 and more shares are wanted. INDUSTRIAL.—New Yah Loong Cotton Spinning Co., Ltd. This Company has been formed with a Capital of Tls. 400,000 (divided into 8,000 shares of Tls. 50 each) to acquire the property of the old Company and carry on the cotton manufacturing industry. Pulp Paper Mills changed hands at Tls. 105-106 and are wanted. TUGS AND CARGO BOATS.—Taku Tugs are offering and Shanghai are wanted. MISCELLANEOUS.—Sumatra Tobacco shares were placed at Tls. 42.50 and 41 and are offering. Langkat Tobacco Co. Cash sales were made at Tls. 335 to 342.50, closing at 340; settlements were made for March 355, June 365 and 360. Astor House Hotel shares sold at \$287.50 for 31st inst.

MANILA, 6th January (from Messrs. W. A. Fitton & Co.'s Report). Since issue of our last circular, we have to report an extremely quiet share market, and transactions reported have been of a trifling nature. We understand that Tobacco Trust, Oriente Hotel, and Banco Espanol Filipino stock has changed hands. Demand for all stock dead and likely to continue so until such time as better facilities for financing are offered. New Tobacco Co.—Stock of Maria Cristina, referred to in our last circular, was all taken up; shares can be purchased at par and the investment looks a good one. General.—There is little or no animation in our market nor promise of any in the immediate future. We look for a continuance of existing dullness for some time to come. There are many opportunities for purchase of paying investments, but want of facilities for obtaining loans on a moderate margin are sadly lacking; good and sound stock goes a-begging, and the necessity of a Loan and Mortgage Co. with ample capital is felt more each day. Such a concern would do a very paying business.

## TONNAGE.

HONGKONG, 17th January.—Since last report our freight market shows no improvement. From Saigon to this no demand; to Philippines, 22 cents is offered for early February loading; to one port north coast Java, 23 cents for prompt and 32 cents per picul for middle February loading. Bangkok to this, no demand. Coal freights continue weak. Moji to this, \$1.65 to \$1.75 per ton; to Singapore, \$2.35 per ton.

The following are the settlements:—

Elsa—German steamer, 1,702 tons, Hongay to Swatow, \$2 per ton.

Kvarven—Norwegian steamer, 1,574 tons, Moji to Hongkong, \$1.75 per ton.

Yedo Maru—Japanese steamer, 1,068 tons, Moji to Hongkong, \$1.75 per ton.

Decima—German steamer, 794 tons, Hongkong to Saigon, kerosene (35,000 cases), 10 cents per case.

Amigo—German steamer, 822 tons, Saigon to one port Philippines, 23 cents per picul.

Kweilin—British steamer, 1,088 tons, Saigon to one port Philippines, 23 cents per picul.

Esmeralda—British steamer, 966 tons, Saigon to one port Philippines, 23 cents per picul.

Kweilin—British steamer, 1,088 tons, Saigon to one port Philippines, 23 cents per picul.

Taitee—British steamer, 939 tons, Saigon to one port Philippines (February loading), 26 cents per picul.

Hermann Menzell—German steamer, 1,004 tons, Saigon to one port north coast Java, 23 cents per picul.

Elsa—German steamer, 903 tons, Saigon to Iloilo (part cargo), (February loading), 31 cents per picul.

Elsa—German steamer, 903 tons, Iloilo to Hongkong (part cargo), 20 cents per picul.

Brand—Norwegian steamer, 1,519 tons, Singapore to Hongkong (timber), \$10,000 in full.



## CLOSING QUOTATIONS.

FRIDAY, 17th January.

## EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 3/4
Bank Bills, at 4 months' sight	1/10 3/4
Credits, at 4 months' sight	1/10 1/2
Documentary Bills, 4 months' sight	1/10 1/4
ON PARIS.—	
Bank Bills, on demand	2.31 1/2
Credits, 4 months' sight	2.35 1/2
ON GERMANY.—	
On demand	1.88 1/2
ON NEW YORK.—	
Bank Bills, on demand	45
Credits, 60 days' sight	45 1/2
ON BOMBAY.—	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON CALCUTTA.—	
Telegraphic Transfer	137
Bank, on demand	137 1/2
ON SHANGHAI.—	
Bank, at sight	73
Private, 30 days' sight	73 1/2
ON YOKOHAMA.—	
On demand	10 1/2
ON MANILA.—	
On demand	2 1/2
ON SINGAPORE.—	
On demand	par
ON BATAVIA.—	
On demand	111 1/2
ON HAIPHONG.—	
On demand	1 1/2
ON SAIGON.—	
On demand	1 1/2
ON BANGKOK.—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	10.74
GOLD LEAF, 100 fine, per tael	55.75
BAR SILVER per oz.	25 1/2

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## ARRIVALS.

January—

- 13, Amara, British str., from Bangkok.  
 13, Anping Maru, Jap. str., from Coast Ports.  
 13, Babelsberg, German str., from Bangkok.  
 13, Baikal, Russian str., from Manila.  
 13, Cam, British str., from Cardiff.  
 13, Carl Diederichsen, Ger. str., from Haiphong.  
 13, Carinthia, Austrian str., from Bombay.  
 13, Hanoi, French str., from Haiphong.  
 13, Indrapura, British str., from Liverpool.  
 13, Daertes, British str., from Liverpool.  
 13, Maja Kolb, German str., from Moji.  
 13, Rajaburi, German str., from Bangkok.  
 13, Holstein, German str., from Saigon.  
 14, C. F. Laeisz, German str., from Hamburg.  
 14, Eclipse, British cruiser, from Woosung.  
 14, Hangchow, British str., from Shanghai.  
 14, Kasuga Maru, Jap. str., from Melbourne.  
 14, Lock Light, Brit. str., from Balik Papan.  
 14, Maria Valerie, Austrian str., from Kobe.  
 14, Phra Chom Klao, Ger. str., from Bangkok.  
 14, Taishun, American str., from Shanghai.  
 14, Victoria, Swedish str., from Straits.  
 14, Elsa, German str., from Canton.  
 14, Independent, German str., from Canton.  
 15, Ailsa Craig, British str., from Moji.  
 15, Changsha, British str., from Australia.  
 15, Daijin Maru, Japanese str., from Tamsui.  
 15, Dr. H. J. Kjaer, Norw. str., from Haiphong.  
 15, Kvarven, Norwegian str., from Moji.  
 15, Laos, French str., from Marseilles.  
 15, Quarta, German str., for Canton.  
 15, Plover, British gunboat, from Canton.  
 15, Flandria, German str., from Canton.  
 15, Hsin Chi, British str., from Canton.  
 15, Wosang, British str., from Canton.  
 16, Afridi, British str., from Shanghai.  
 16, Glenfalloch, British str., from Singapore.  
 16, Hailan, French str., from Pakhoi.  
 16, Lyeemoon, German str., from Shanghai.  
 16, Michael Jebson, Ger. str., from Haiphong.  
 16, Sabine Rickmers, Brit. str., from Canton.  
 16, Tailoe, German str., from Cape T. James.  
 16, Taksang, British str., from Bangkok.  
 16, Tetartos, German str., from Samarang.  
 16, Thales, British str., from Taiwanfoo.  
 16, Zafiro, British str., from Manila.

- 16, Whampoa, British str., from Canton.  
 17, Bengal, British str., from Shanghai.  
 17, Hailong, British str., from Pakhoi.  
 17, Haitan, British str., from Coast Ports.  
 17, Lienshing, British str., from Canton.  
 17, Petchabury, German str., from Saigon.  
 17, Hinsang, British str., from Hongay.  
 17, Lienshing, British str., from Canton.  
 17, Hangchow, British str., from Canton.  
 17, Trym, Norw. str., from Haiphong.  
 17, Wuhu, British str., from Canton.

## DEPARTURES.

- January—  
 12, Iltis, German gunboat, for Canton.  
 12, Kutsang, British str., for Canton.  
 12, Sandakan, German str., for Sandakan.  
 13, Amigo, German str., for Singapore.  
 13, Choyang, British str., for Yokohama.  
 13, Indus, French str., for Europe.  
 13, Kinshiu Maru, Japanese str., for Seattle.  
 13, Lienshing, British str., for Canton.  
 13, Olympia, American str., for Tacoma.  
 13, Wuhu, British str., for Canton.  
 14, Babelsberg, German str., for Canton.  
 14, Bisagno, Italian str., for Bombay.  
 14, Formosa, British str., for Swatow.  
 14, Hangchow, British str., for Canton.  
 14, Kaifong, British str., for Cebu.  
 14, Taifu, German str., for Bangkok.  
 14, Taishun, American str., for Canton.  
 14, Tyr, Norwegian str., for Moji.  
 14, Yuensang, British str., for Manila.  
 15, Amphitrite, British cruiser, for Home.  
 15, Anping Maru, Japanese str., for Swatow.  
 15, Ariake Maru, Japanese str., for Moji.  
 15, Carinthia, Austrian str., for Shanghai.  
 15, Dimitri Donskoy, Rus. cr., for Singapore.  
 15, Elsa, German str., for Hongay.  
 15, Empress of China, Brit. str., for Vancouver.  
 15, Kohsichang, German str., for Swatow.  
 15, Kumsang, British str., for Calcutta.  
 15, Lo ngmoon, German str., for Shanghai.  
 15, Oslo, Norwegian str., for Saigon.  
 15, Rosetta Maru, Japan str., for Manila.  
 15, Sullberg, German str., for Hoilow.  
 15, Tamsui, British str., for Shanghai.  
 15, Vladimir Monomach, Rus. cr., for S'pore.  
 15, Wurzburg, German str., for Yokohama.  
 16, Aurora, British cruiser, for Taipo.  
 16, C. F. Laeisz, German str., for Shanghai.  
 16, Chasseloup Laubat, Fr. cr., for Saigon.  
 16, Flandria, German str., for China.  
 16, Herman Menzell, Ger. str., for Saigon.  
 16, Hsin Chi, British str., for Shanghai.  
 16, Kwangse, British str., for Shanghai.  
 16, Laertes, British str., for Amoy.  
 16, Laos, French str., for Shanghai.  
 16, Maria Valerie, Austrian str., for Trieste.  
 16, Quarta, German str., for Hongay.  
 16, Redpoll, British gunboat, for Home.  
 16, Shansi, British str., for Moji.  
 16, Victoria, Swedish str., for Amoy.  
 16, Firebrand, British gunboat, for Canton.  
 16, Kashing, British str., for Shanghai.  
 17, Lyeemoon, German str., for Canton.  
 17, Wosang, British str., for Ningpo.  
 17, Kasuga Maru, Japanese str., for Japan.  
 17, Thales, British str., for Swatow.

## PASSENGERS LIST.

## ARRIVED.

- Per *Formosa*, from Coast ports, Miss Tayler, Major Gynn, Capt. Farrow, Messrs. H. P. White, Pontefex, Cox and Horsey.  
 Per *Lienshing*, from Shanghai, Miss Quincey and Miss Turner.  
 Per *Indus*, for Hongkong, from Yokohama, M. l'Abbe Joffroy, from Kobe, Mrs. B. Nogi, from Shanghai, Mrs. Gordon Andrews, Mr. and Mrs. Turnbull, Miss Turnbull, Mr. Turnbull, Mr. and Mrs. Marston, Miss Brown, Miss Narcisse, Consul de Pommagraz, Capt. Campbell, Rev. Nignol, Messrs. Tucker, Bolton, Wyse, Ashley Nernieux, Beaublot, Chassain, Fignatet, Charrington, G. Georquif, Gibeli, Nicolas Adamoulo, F. Eleisin, A. Nimgrado, M. Hietala, A. Somali, Jama Absiza and Reber, for Saigon, from Shanghai, Messrs Abregne and G. Gouche, for Singapore, Messrs. Hayasee and Faraggi, for Colombo, Mr. L. Dawson, for Suez, Mr. Cazomitt, for Marseilles, from Yokohama, Messrs. Faudon, Cecile and Collenot, from Shanghai, Mr. and Mrs. Macpherson, Mr. and Mrs. Chastel and infant, Messrs. G. Adams, Harris, Van Brundt, Davis, Gedie and Brass.  
 Per *Hanoi*, from Haiphong, &c., Lieut. Gamarre and Mr. Ajabbers.

Per *Rosetta Maru*, from Manila, Mr. and Mrs. Holliday, Mr. and Mrs. F. Le Pan, Messrs. J. McMullen, J. C. Gatterlea, E. R. Aldrich, C. G. Cummings, J. W. Morris and Frank Smith.

Per *Taishun*, from Shanghai, Mr. and Mrs. Earriage and Mr. R. Giglio Fos.

Per *Kasuga Maru*, from Melbourne, &c., for Hongkong, Miss E. Kingsmill, Miss C. Tuason, Messrs. Luis Beliso, F. S. Bouras, R. H. Wright, A. Muller, H. B. Defoe, Horace Turner, G. A. Morse, H. C. Warlay and Matsuda; for Yokohama, Mr. and Mrs. E. Ray and two children, Mr. and Mrs. J. Arthur, Misses T. and V. Arthur, Miss Thynne, Commissioner H. C. Ide, Capt. Mihara, Messrs. G. L. Hardy, Wm. Doff, P. C. Cartor, W. T. Wheatly, B. I. Hibbert, T. Isomura, Y. Oda and T. Shibata; for Kobe, Mr. W. Ota; for Nagasaki, Mrs. K. Muraota and infant.

Per *Changsha*, from Australia, Mr. and Mrs. Westwood and two children, Mrs. Pickett, Messrs. Pike, McIndire, Barber, Walters, Bird, Webster and Capt. Wilson.

Per *Lyeemoon*, from Shanghai, Mrs. Arby and Mrs. Willamba.

Per *Thales*, from Taiwanfoo, &c., Messrs. Bishop, Elephanstone and Brutay and son.

Per *Laos*, for Hongkong, from Marseilles, Mr. J. P. Geiger, Sisters Onesime, J. Kurttel, J. Cein and Balin; from Singapore, Messrs. A. Fontes, Holmes and Tsuruda, Revs. H. C. Gonvra, F. P. Goncelves, Y. Espina, F. Blasco and Kandnel; from Saigon, Messrs. G. M. Luykx, Du Pac Marsoulies, Boulenger, Bihamie, Andren, Guillaume, Plaire and Lautte.

Per *Zafiro*, from Manila, Mrs. Farnshaw, Mrs. Anderson, Mr. and Mrs. Stevenson and Mr. J. L. Stevens.

## DEPARTED.

Per *Preussen*, for Shanghai from Hongkong, Mrs. Portaria and child, Messrs. S. Mador, J. Nolaseo da Silva, N. J. Marusso, M. Sternberg, Pontaville, E. Bull, A. L. Catto, Mr. and Mrs. Spinney, Mr. and Mrs. Baring, and Mrs. Kohler.

Per *Airlie*, for Port Darwin, Mr. A. E. Jolly; for Melbourne, Mrs. Mandeville and Mr. H. W. Oaten; for Sydney, Mr. and Mrs. Strangban and child, Miss Martyn and Mr. E. Potts.

Per *Kinshiu Maru*, for Seattle, &c., Captain Potapof, Messrs. E. O. Roberts and A. E. Boyle.

Per *Indus*, from Hongkong, for Saigon, Mr. and Mrs. Souhart, Miss Alein, Rev. Colson, Messrs. H. A. S. Thompson, G. C. Durand and E. L. Sollenz; for Singapore, Mr. and Mrs. J. McGill, Mr. and Mrs. J. Hendelman and two children and Bro. Gabriel; for Marseilles, Mrs. E. Tavares, Miss A. Tavares, Lieut. J. H. Tavares, Messrs. G. Borges, F. Borges, Nehmzow, A. Maquerel, F. Brochu and P. Jugan.

Per *Empress of China*, from Hongkong, for Shanghai, Mr. and Mrs. H. Diederichsen, Mr. and Mrs. F. le Parr, Mr. and Mrs. Cecil Holliday, Miss K. Wilbur, Messrs. J. A. Jebson, M. Fleisher and R. H. Wright; for Yokohama, Mrs. A. L. B. Curry and two children; for Portland, Dr. Andrew H. Woods; for San Francisco, Mr. W. T. Wheatley; for New York, Messrs. E. Thomas and T. G. Gowland; for Woodstock, Mr. Geo. W. Mackay; for London, Mr. B. A. Clarke and Lieut. G. M. Griffith, R. A.

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